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THE
COMPLEAT PILOT
FOR THE
WINDWARD PASSAGE;

OR,
DIRECTIONS FOR SAILING THROUGH
THE SEVERAL PASSAGES TO THE
EASTWARD OF JAMAICA.

BY CAPTAIN HESTER,
M. R. BISHOP,
And several other experienced Navigators.

TO WHICH ARE ADDED,
The Reports, and descriptive Instructions of the Commanders,
Sent by the French Government,
To explore the Windward Passages in 1753, and 1755;

NOW FIRST TRANSLATED INTO ENGLISH.

L O N D O N:

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OF THE
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DIRECTIONS

D I R E C T I O N S

F O R

S A I L I N G

T H R O U G H T H E

W I N D W A R D P A S S A G E S, &c.

SECT. I. *Instructions for sailing along the Coasts, and into the Harbours of Jamaica.*

B E I N G bound for *Port Royal*, you may run in bold for *Plumb Point*, as you have nothing to fear until you are abreast of it and the *Middle Ground*. When you bring *Rock Fort*, N. by E. or N. N. E. you will come over a *Cross Ledge*, just as you are out and in with the leading mark, (which is the Magazine, on the highest part of *Salt-Pond Hill*), or on the *Nab* and the flag-staff on the Fort at *Port Royal* W. by N. The *Cross Ledge* is rocky ground; in going over with the above marks you have $7\frac{1}{2}$, 10, $10\frac{1}{2}$, 11, $11\frac{1}{2}$, 13, and 15 fathoms water.

The *Middle Ground* lies S. S. W. from *Plumb Point*; you may sail between the two, or without, to the southward, as necessity requires. To the northward is the best channel; keep well in shore till the leading mark is on, as said above, and you may go on with safety between *Gun Key* and the Fort.

But if your ship draws 12 or 13 feet water, you must be careful of keeping clear of the *Knowl*, which lies just off the Fort, and forms two channels, which are as follows:

I. To go within the *Knowl*, the leading mark is to bring the highest bush on *Gun Key* (which is near the middle of it) in one

A

with

with *Yallabs Point*; you have 10 fathoms water, and the channel is 70 fathoms wide. The mark to strike the *Knowl* is, the South Point of *Gun Key* on the high hill of *Yallabs*, or a ships length open of *Yallabs Point*; the breast mark is the Church on the 7th or 8th embrasure of the Fort, *Sandy Key* just open with *Lime Key*, and you will have 16 or 17 feet water.

II. To go between the *Knowl* and the *Middle Ground*, the leading mark is *True Lands Hummock*, within *Yallabs*, on the southernmost part of *Gun Key*; or *Yallabs Point* well open to the northward of the North Point of *Rackbams Key*. This channel, which is the widest, and has 12 fathoms water, is mostly used when taken with the land wind. When the Church is on the second embrasure, counting from the westward, this *Middle Ground* is called the *Western Ground*.

Further directions would be needless, as there are established pilots always to be got. When you are bound out of *Port Royal*, upon weighing anchor, keep westward of the *Middle Ground*, because the currents set most commonly to the eastward in the morning; and be careful not to bring the Church Steeple upon the corner of the wall with embrasures, until *Yallabs Hill* is brought in one with *Lime Key*. In case you should not see *Yallabs Hill Point*, look for a mount on *Hellshire*, and when it is open of *Salt-Pan Hill*, you are then to the southward of the *Western Ground*; the leading mark for this *Ground* being the second embrasure (counting from the westward) with the Church Steeple.

After that, you are to haul up in order to avoid the *Turtle Heads*, so as to bring the Church Steeple to the easternmost part of the Fort; and continue to keep that mark, until the *Southern Key* is brought on with *Yallabs Point*; then you may haul to the eastward, if the wind will permit. But if you should not keep up to the leading mark, and the Church Steeple should come near the corner of the Fort, you must then come to, or tack and stand in.—The mark, when ashore on the east side of the *Turtle Heads*, and *Three Fathom Bank*, is the Church Steeple upon the main line of the Fort, and *Spanish-town Land* just open.

When you come out from *Port Royal* to *Portland*, the course is S. W. distance 10 leagues: but you must keep further to avoid *Rack Reef* and the *Key*. There are soundings so far out, as to bring the easternmost land of *Hellshire* to bear N. by E. and *Rocky Point*, or the southernmost land of *Portland*, N. W. by N. at the said bearings, soundings have been found from 17 to 23 fathoms, and the next east no ground with 80 fathom line, though not a ship's length between the first and the last. Upon this flat are several Keys, two of which bear from *Portland* E. distance 3 or 4 miles: and *Negro Head Rock*, with the other Keys, lie in N. E. by which is the going into *Old Harbour*. Right off from *Portland* you have gradual soundings for 8 or 9 miles.

From

From *Portland* S. distance 13 or 14 leagues, lies *Portland Rock*, which is a single *Key*, a little higher than *Drunken Man's Key*, off *Port Royal*, with small bushes on it: a mile from this rock are knowls of 14 and 15 fathoms water.

To sail into *Carlisle Bay*, or *Withy Wood Road*, you must keep to the westward, till you bring a little round hill in the Bay to bear N. or N. by W. (taking care in coming from the eastward to keep off shore, so as to avoid *Rocky Point*, to which you must give a good birth of 3 or 4 miles). Keep the same bearing as you run in sight of the *Old Fort*, then between you and the hill, in 10, 8, 7, 6, 5, 4, $3\frac{1}{2}$ fathoms water, when you will be within a mile and a half from the shore. The Fort N. E. or N. N. E. is the best place to anchor in for loading, because your boats can sail both ashore and aboard with the sea winds; and then *Rocky Point* will be on with the Southernmost Point of *Portland*, bearing E. S. E.

If you want to anchor off *Milk River*, a little more to the westward, you must do as for *Carlisle Bay*. Between this and *Pedro Bluff* is *Alligator Pond*, a dry *Key* 2 or 3 miles long with a sandy reef; where there is 3 fathoms water within, and good soundings for a long way without it.

From *Portland Point* to *Pedro Bluff* or *Point*, is near 16 leagues W. by N. off this *Bluff*, there are soundings for 5 or 6 miles, the edge of which runs E. S. E. and W. N. W *.

From

* From *Pedro Bluff* S. 7 deg. E. distance 14 or 15 leagues, are the *Pedro Keys* towards the east end of *Pedro Shoals*, anchor there in 9 fathoms water, hard ground, you may bring the *Easternmost Key* E. one half S. distance four or five miles; the *Middle Key* S. E. one half S. and the *Western*, or *Savanna Key* S. by E. one half E. There are soundings for 3 or 4 leagues to the westward in the following depth 9 one half to 7, and then to 10 fathoms hard ground.

From *Pedro Keys* S. W. one half W. about 24 leagues is *Baxo Nuevo*, a bank called by the English, *The New Bear*; being about S. 32 leagues from the *West End* of *Jamaica*.

Observe, that in running through *Pedro Shoals*, you will see several spots and breaches S. W. about 5 leagues from the *Keys*; and round breaches S. W. by W. 2 leagues from them. The breaches are about a cable's length; when you come abreast of them, you will see, from the mast head, a very large track of breakers, bearing about S. W. by W. and W. S. W. 5 leagues from you; and 5 leagues from those, a *Round Spot* which breaks pretty high, and is the westernmost breach of the *Shoals*. Being come to the westward of the *Round Spot*, about 5 leagues, you may haul gradually over, in 9, 10, 11 fathoms, and sometimes overfalls where you have no ground.—In running down before the wind, you must give these breakers a good birth, and come no nearer than 9 fathoms at least, the banks being very steep all along; in hauling a little to the southward, you have very deep water.

Some pilots pretend that where you do not see it break, you may run over the shoals any where, and not find less than 3 or 4 fathoms; but no stranger ought to make the trial.

Baxo Nuevo has a key, which is about 2 cables length long, and one third broad; stretching E. by N. and W. by S.

Directions for Sailing through

From *Pedro Bluff* to *Black River*, the distance is about 6 leagues N. E. if you should want to go into this last place, you must keep *Pedro Bluff* open of *Parratec Point*, till you bring the Church on with a gap in the high land, or to bear N. E. easterly; then steer right in for the Church, which will carry you into the best of the channel. It is full of heads of coral rocks.

The soundings become narrow at *Bluefields Point*, (*Crab Pond Point*) but you may sail down by them. If you steer in for *Bluefield's Bay*, you will have 7, 6, $5\frac{1}{2}$, $5\frac{1}{4}$, and $4\frac{1}{2}$ fathoms water; and within that depth 7 and 8 fathoms. The Bay through is foul ground, and you must seek for the best sandy spot for your anchorage. To come to an anchor there, you must keep the land to the eastward in sight, open of the Point, until you bring the leading mark (which is the Overfeer's House, on the west side of the Bay, standing upon a small round hill) in one with the Tavern by the water and river side; they bearing, when in one, N. E. by E. Then steer in for them till you can bring the easternmost Point of the Bay to bear S. E. by E. or S. E. by S. when you will have $4\frac{1}{2}$ and $\frac{1}{4}$ less 5 fathoms water, and the best anchoring ground.

N. B. The mountain, called *Dolphin's Head*, is far to the westward of *Bluefields*, and bears due north from *Savanna la Mar*.

Savanna la Mar bears from *Bluefields Point* W. by N. $\frac{1}{2}$ N. distance 8 or 9 miles. The leading mark is to bring the Fort N. and keep it so, which will carry you in the best channel.

From *Pedro Bluff* to *Negril by South*, which lies in lat. 18 deg. 18 min. N. The course is W. N. W. or N. W. by W. about 20 leagues.

"To anchor at *Baxo Nuevo*," says Mr. *Bishop* "bring the easternmost point of the Reef to bear E. N. E. distance six or seven miles, and the small *Sandy Key* E. S. E. distance three or four miles, the westernmost breakers in sight from the deck of a 20 gun ship bearing S. S. W. then you will have hard sandy ground. I observed at anchor, and found the lat. 15 deg. 57 min. N. and sounded from the ship S. by W. 2 cables length, and had 10; at 3 lengths 8, at a mile 7 one half fathoms, all coarse sandy ground. In my sounding fell in with a Rock with 7 feet water upon it. The ship bore from the Rock N. by W. half W. distance two and a half miles; and the Key E. N. E. two and a half miles. S. by E. half E. from the rock at Knowl, at the distance of one fourth of a mile, there is another knowl with 4 feet water; both of them are steep to, and not bigger than a boat. I sounded from the Key to the ship one third of the way 5 fathoms, one half way 7 one half, and three fourths of the way 8 one half fathoms."

N. B. *Baxo Nuevo* is a good station in a Spanish War, as most ships come this way from the Spanish main, going to the Havana.

S E C T. II.

FROM *Negril by South*, to *Negril by North*, the course is 9 miles N. $\frac{1}{2}$ E. and all around this *West End* of *Jamaica* it is flat off, with good soundings for a long way. Between *Negril by North*, and *Lucea Harbour* (or *St. Lucy*) are several places, as *Orange Bay*, *Green Island*, and *Davis's Cove*, which are seldom used but by those who go thither on purpose to land, and have Pilots on board.

Lucea Harbour is about 15 or 16 miles north-eastward of *Negril by North*. When you are out in the offing, the marks to know this place, and sail into it, are as follows: open the Harbour by bringing the *Dolphin's Head* to bear S, then steer right in, which will lead you in sight of the Fort. You may borrow as close to the east side of the Harbour as you please; but on the west side, you must not come too near, for there lies a stony bank, (about a musquet shot north from the point on which the Fort stands) to which you must give a good birth.

On the east side you will have 7, 6, $5\frac{1}{2}$, and 4 fathoms water, very good anchoring ground, till you come to the anchorage in the Harbour, in $5\frac{1}{2}$, 5, and $4\frac{1}{2}$ fathoms. In the middle of the Harbour there is a small rock which is steep all round.

Montego (or *Manteca*) Bay, lies E. by N. from *Lucea Harbour*, about 20 miles. In going in there, if you come from the eastward, you must give the point a good birth of 5 or 6 miles, as you come down (on account of the reef which runs and may be seen off), till you open the town, and bring the *Gun Tavern* to bear S. E. Then stand in for it, which will carry you clear of the reef to the westward, and thus run in till you shut in the point to the northward of the Fort, when you will come upon soundings in the Bay.

In sailing along the reef, you have 10, 12, 14, 15, 20, and soon to 30 fathoms water in the Bay, it being a shelving bank. If you come to an anchor in 20 or 30 fathoms, your anchor will not hold; if in deeper water, you are in danger of driving off the bank. To come to the best anchoring ground which is in 9, 10, 11, or 12 fathoms water, you bring the Fort to bear N. by E. and the *Gun Tavern* E. by S. but with small vessels you may go up the Bay to anchor in 7, 6, 5, and 4 fathoms.

In working from hence to windward, when it is clear weather, you may discern the *Copper Hills* the highest on the Island of *Cuba*. They bear from *Montego Point* N. E. by N. distance about 34 leagues; and from *St. Ann's Bay*, N. and N. N. E. about 30.

From *Montego Point*, 7 leagues E. lies *Martha Brea*, where vessels load; though the place is frequented only by those which go there on purpose.

About 14 miles to the eastward of this last place, you come to *Rio Bueno*, where a ship may lie and bring the Point N. N. W. in 8 or 9 fathoms water. The bank is steep.

From

From *Rio Bueno*, 4 or 5 miles eastward, is *Dry Harbour*, a good place for small vessels, but the channel is narrow, and has but 16 feet water.

Fifteen miles further from *Dry Harbour*, is *St. Ann's Bay*: the usual method of going in there, as the water is clear, is to sail close to the westernmost reef, leaving it on the starboard side; but there is always a Pilot at this place.

About 10 miles to the eastward of *St. Ann's Bay*, is *Ocho Rio* (or *Ocho-rees*) Bay; to anchor in which, you may sail by the reef to the westward. This reef splits off from the east side of the Bay; so you must haul up, and bring its westernmost part N. N. W. or N. W. in 7 fathoms water. There is another reef to the southward of you, but as the water is very clear, your eye may be your Pilot.

From *Ocho Rio Bay* to *Ora Cabeza Bay*, the distance is 12 miles east. *Gallina Point* is about 5 miles east of this last Bay; and *Porto Maria* 4 miles to the southward of *Gallina Point*.

To sail into *Porto Maria* from the eastward, you will see a high Island, which must be kept a little to the larboard-bow, so as to give the north part of the Island a birth of a pistol-shot; then luff right in, and anchor close under the Island in 4 or 5 fathoms water, where you will be within a cable's length of the Island, and one and a half from the main: small vessels may anchor between the Island and the main. Observe that when you lie here at any time, you must buoy your cables, because ships are too often apt to heave their ballast overboard and spoil the ground.

If you are to sail from the eastward into *Ora Cabeza*, you must go in by the west of *Gallina Point*; but if you are off at sea, and want to go in for that Point, you must bring the westernmost land of the *Blue Mountains* S. by E. $\frac{1}{2}$ E. and keep it so, which will lead you in with the Point. To anchor in *Ora Cabeza Bay*, bring the easternmost point of the reef N. E. by N. distance about $\frac{1}{4}$ of a mile; and a house upon the hill on the larboard side S. E. by S.; bring also the Guard-house on the west side of the river S. W. by S. distance $\frac{1}{2}$ mile, and the westernmost *Bluff Point* W. by N.; then you will have $5\frac{1}{2}$ fathoms water, sandy ground. You may also anchor further in, under the *Red Cliff*, bearing W. S. W. and there you will have deep water.

Thirteen miles S. E. of *Porto Maria*, is *Anatta Bay*; to sail into this from the eastward, you must steer down for *Green Castle Windmill*, until you bring *Old Shaw's House* (in the middle of the Bay) south of you; then push in directly for the said house, which will carry you clear of the Westward of the *School Master*, the only shoal in the Bay. As the bank is steep and narrow, the first sounding is 9 or 10 fathoms water; therefore you should have your anchor clear, and moor in 6 or 7 fathoms, when you will be $\frac{1}{4}$ of a mile from the shore.

About 9 leagues S. by E. $\frac{1}{2}$ E. from *Anatta Bay*, is *Port Antonio*, which was formerly a King's Port, and there still are to be seen the remains of the careening wharf, &c. It is divided into two Harbours, viz. the East

East and the *West*. To sail into the *East Harbour* coming from the sea, bring the eastern part of the *Blue Mountains* to bear S. S. W. and steer in that course, which will carry you in sight of the Commodore's house, upon *Navy Island*; keep that on your starboard side, keeping about mid-channel between *Navy Island* and the east point of Mr. *Plesam's House* (which is two stories high), open of the Fort Point. There is in the middle of the *East Harbour* a reef of 7 feet water, which keeps off the swell sent in by a north wind; and without or within this reef you may anchor; if you chuse the latter, you must keep over to the Fort side, till you open a great *Cotton Tree*, with Mr. *Trower's House* on the east shore; then you may haul up, and come to anchor in 7 fathoms water, good holding ground, both here and without; indeed it is difficult to get the anchors out of the ground. The *East Harbour* is not so secure as the *West*, being exposed to the *Norths*, which send in a great swell; but its channel being broader, is not so difficult.

If bound into the *West Harbour*, after making the entrance, which may be seen 2 or 3 leagues off, by the houses on *Fitchfield*, ~~or Navy~~ *Island*, you may run close to *Folly Point*, and then steer on for the Fort, till you bring some negro huts below *Bryan's House* open of the *Old Warehouse*: this keeps you clear of the shore lying off *Navy Island*, on which are coral rocks whereon you have not more than 9 or 10 feet water. You may keep as close to the breakers off the Fort as you please, being steep to. When near abreast of the *Old Wharf*, you may haul in, and anchor at pleasure in 6 and 7 fathoms, muddy clay. The entrance of this Harbour is so narrow, (not being above 70 fathoms wide) that it must not be attempted without a leading wind. There is a channel for vessels of 9 or 10 feet draught of water, through the reef, to the westward of *Navy Island*.

The Tides here are not regular, but influenced by the winds—the variation in 1771 was 17 deg. 15 min. E.

Directions for Sailing from Port Royal to Morant Point, or the East End of Jamaica, &c.

THE best way, in sailing from Jamaica, for the *Windward Passage*, is to get as soon as you can the coast of *Hispaniola* on board, where you never will miss of a windward current, and in the evening the wind off shore. Coming out of *Port-Royal*, after you are clear of the Keys, reach off till one o'clock, and then you will be well in by the time the land breeze comes on. You may turn or stand into 13 fathoms water aback of the Keys, for within that depth it is not safe; they stretch N. E. by E. and S. W. by W.—There is a shoal which lies about a mile and a half off the shore, between the *Tallabs* and the *White Horses*; and nothing else till you come to *Morant Keys* (or the *Ranas*).—If you had occasion to sail into *Port-Morant*, the following directions will be your guide.

Observe a house which stands upon a hill on a red ground; the hill being right over the road leading to the path, which you may always see; bring that house and the path due north, then you may sail into the Bay with safety. Take care not to sail too near the leeward or windward reef, but bring your marks north as above-mentioned. Then you will find 9, 8, $7\frac{1}{2}$, 7, $6\frac{1}{2}$, 6, 5, and $\frac{1}{4}$ less 5 to 4 fathoms water, till you have opened the Cooper's House, and the Store House, on the east side of the Bay; after which you come to an anchor in what water you please; though there is on the same side a bank, right before the Store House, and not far from the shore, with no more than 3 and $2\frac{1}{2}$ fathoms on it. *Note*, That this sailing is to be attempted only between the hours of ten and two of the day.

The body of MORANT KEYS lies from *Port Morant* S. E. $\frac{1}{2}$ E. about 11 or 12 leagues; *Carrion Crow Hill*, or the first rising hill of the *Blue Mountains* to the eastward, bearing about N. W. by N. or N. N. W. $\frac{1}{2}$ W. likewise the body of *Tallabs Hill* N. W. by W. $\frac{1}{2}$ W. joined with the above at the same time: so that by seeing these hills, you may judge of your distance off them, or the shore, as well as of the place your ship is in; and night drawing on, you govern yourself accordingly in turning or sailing.

The Keys lie from lat. 17 deg. 27 min. to 17 deg. 31 Min. N. There are three of them, the easternmost of which stretches S. $\frac{1}{2}$ E. and N. $\frac{1}{2}$ W.

N. $\frac{1}{2}$ W. being in length 2950 feet: from its south end to the southernmost Key, the bearing is S. S. W. and from the westernmost Key S. W. $\frac{1}{2}$ S. from the north end of the eastern Key to the southern, the bearing is S. by W. and to the western Key S. S. W. $\frac{1}{2}$ W.

When *Morant Keys* bear S. W. about 4 miles you have about 18 fathoms water, stony ground mixed with fine red specked gravel. When they bear S. W. by S. about 4 miles you have 16 fathoms; and when S. S. W. $\frac{1}{2}$ W. 6 miles distant you have 23 fathoms, ground as above.

To know, says Capt. *Hester*, when you are to the eastward of the Keys, coming from the southward, *Note*, that *Morant Point*, or the *East End of Jamaica*, and the *North-East End* of the same, bear of each other N. W. by N. and S. E. by S. So that when the *North-East End*, which is high and bluff, is to be seen on those bearings, or to the westward of them, you are to the eastward of all.

Also coming from the southward, and keeping the *Tallabs Hill* to the northward of the above bearings, or *Carrion Crow Hill* to the northward likewise, you are to the westward of the Keys.

To anchor coming from the eastward, borrow no nearer the reef than 6 fathoms. This reef runs down by the north side of the eastern Key, and may generally be seen; steer down to the westward by it, until you bring the westernmost Key to bear S. S. E. or S. E. by S. then haul in for it, and you may anchor in what water you choose, from 12 to 11, 9, 8, and 7 fathoms, white sandy ground, and at what distance you will from the Key; or, you must bring the Key S. or S. by W. then you come by your lead, on good sandy ground, as high as you will in 18, 16, 15, 12, 10, 8, 7, 6, and 5 fathoms water, taking care that you may be able to sail in all kinds of winds: you may go higher under the reef to an anchor, but danger may ensue.

Take always great care that in the night-time, you do not come to near these Keys, for fear of being drove on shore by the current.

In turning between *Morant Keys*, and the *East End of Jamaica*, there is good eight leagues turning ground, and as it happens but seldom that you do not descry some of the land before night, you must govern yourself by its bearings to act properly in turning or sailing for the night.

Note, that about 11 leagues E. N. E. from *Morant Keys*, and E. by S. 16 or 17 leagues from *Morant Point*, there is an *Overfall*, having 20 and 16 fathoms water on it, but it is seldom met with, being very narrow.

About 8 or 9 leagues from *Morant Point*, between N. and N. N. E. lies the shoal, called *The FORMIGAS* or *PISMIREs*, which have but 3 fathoms water on them, and in some places but 14 feet. The fall of the high land over *Plantain Garden River*, which is the easternmost high land on *Jamaica*, bearing S. W. by S. it leads you on the *Formigas*; in the day they may be discovered by the discolouring of the water.

From Morant Point, or the East End of Jamaica, to the South Shore of Cuba, St. Jago, Cumberland Harbour, Occoa Bay, and Cape Mayze.

FROM *Morant Point* N. N. W. are the *Copper Hills*, mentioned in the preceding article as the highest land on the south part of the island of *Cuba*; they are round and peaked, lying a little way inland, and may be descried from most parts of the north side of *Jamaica*, making pretty much alike at all bearings from thence. Captain *Bishop* has seen them and the *East End of Jamaica* at the same time. The *Copper Hills* bear from *Montego Point* N. E. by N. about 34 leagues, and from *St. Ann's Bay* N. and N. N. E. about 30; whence by their bearings, when they can be seen, you may know what places you are abreast of, on the north side of *Jamaica*.

From the *East End of Jamaica* to *St. Jago*, the course is N. 6 deg. E. near 41 leagues

From ditto to *Cumberland Harbour* N. E. $\frac{3}{4}$ E. about 44 leagues.

From ditto to *Occoa*, or *Sphinx's Bay*, near N. E. by N. 54 leagues.

St. Jago is about 22 leagues to the eastward of the *Copper Hills*. The *Morro Castle* lies in lat. 19 deg. 52 min. when the east point of the entrance of *St. Jago* bears N. E. then the innermost battery is shut in with the west point.

From *St. Jago* to CUMBERLAND HARBOUR, which the Spaniards call *Guantanamo*, and is in lat. 19 deg. 53 min. the course is E. 12 or 13 leagues; and when you come so far to the eastward, as to bring *Cumberland Harbour* N. distance 5 or 6 miles, then the land to the westward of the Harbour, and *St. Jago's Morro Castle* will be in one, they bearing W. $\frac{1}{4}$ N. by compass, and the outermost land to the eastward E. N. E. From hence, says Captain *Bishop*, we saw the *High Land of Grande Ance*, on *Hispaniola*, bearing E. S. E. $\frac{1}{2}$ E. and then observed and found ourselves in lat. 19 deg. 45 min. N. *.

The going into *Cumberland Harbour* is clearly expressed in the chart: the sounding is good 2 or 3 miles without the harbour, but there is a *Sunken Rock* on the starboard side going in, about a quarter of a mile from the shore, with only 20 feet water on it, where part of the *Augusta's* false keel was struck off; otherwise the shore is bold, with good room to work in it, except off the south shore, at the mouth of *Augusta River*, there being a bank of sand and mud, by all means

* The Mountains of *Grande Ance*, which are the westernmost high land of *Hispaniola*, are often seen also between *Cape Mayze* and *Cape Nicholas*; they may be descried at 30 or 40 leagues distance; and by their situation and bearing, become a good guide in working up through the *Windward Passage*.

to be avoided. To anchor you may bring *Augusta River's* mouth to bear S. W. $\frac{1}{2}$ W. and the *Battery Point* S. S. E. then you will have 6 fathoms water.

About 6 leagues to the eastward of *Cumberland Harbour*, is the mouth of a little river, where many small vessels may lie; it is called by the Spaniards *Puerto Escondido*, or the *Hidden Port*, and has no more than 12 feet upon the bar: its opening being small, and the west point running out very narrow, it is sometimes very difficult to find out that river. The deepest water is close by the Point, but there is anchoring to the eastward of the mouth of the Harbour.

From *Cumberland Harbour* to *Cape Bueno*, or *Hoka Point*, the course is E. by N. $\frac{1}{2}$ N. near 17 leagues. Within this Cape is the *Bay of Occoa*, called by our sailors *Hoka Bay*, and named also *Sphinx's Bay* from his majesty's ship of that name: the mark for anchoring in the Bay, is to bring the easternmost point to bear E. S. E. distance about one mile and a half, and then the *Platform-land* on *Hispaniola* will be in one with the point. The latitude is 20 deg. 6 min. You may anchor in any water from 35 to 7 fathoms, but 16 or 18 are the best depth; and there is plenty of fish to be got with hooks. Two fresh water rivers run into this Bay, the one named *Rio de Mel*, or *Honey River*, lies 2 or 3 miles to the westward of the anchoring: the other which lies nearer, is to the eastward, and at the bottom of the easternmost gulley, but it is generally dry, by reason of the scarcity of rain in this part. At most times there are at *Hoka Bay* Spanish hunters and shepherds, who will supply you with fresh provisions.

From *Hoka Point*, or *Cape Bueno*, to the pitch of *Cape Mayze* the course is N. E. and the distance above 5 leagues.

From Morant Point or the East End of Jamaica, to the Navaza, Cape Tiburon, and Cape Donna Maria, on Hispaniola, by Captain Hester.

From the *East End of Jamaica*, to *NAVAZA ISLAND*, the course is E. N. E. $\frac{1}{2}$ E. about 21 leagues. but in sailing from the *Navaza* to the *East End*, Capain *Hester* advises not to attempt to steer to the westward of S. W. by W. for the following reasons: 1st. if you have a weather current, it would naturally throw you to the northward of the *East End*: 2d. If a lee one, it would set you between *Morant Keys* and the *East End*; and you should likewise see the land before you had got the distance.

The *Navaza*, a small island, not very high, and having nothing upon it, is steep all round, it lies in lat. 18 deg. 20 min. N.

From the *Navaza* to *CAPE TIBURON*, the course is E. southerly above 11 leagues. This Cape appears on the top with many white places,

places, like ways or roads, and is the highest on the West coast of *Hispaniola*: it makes the north side of a small bay, called from it *Tiburón Bay*, the opening of which from side to side is but 1 mile $\frac{1}{2}$ over. Running with the sea breeze, you must give the south or lower point a birth of $\frac{1}{2}$ mile; and when you have opened the bay, so as to see the houses, push right in N. E. It shoals gradually from 15 fathoms to 7 or 6, where you anchor in good ground; the Cape bearing W. N. W. 2 or 3 miles, and the south point S. S. E. or you may bring the south point to bear S. E. by S. distant $\frac{1}{2}$ mile, and then you will be right against the river, or watering place.

All night you have a fresh land breeze at N. E. and all day fresh sea breezes at S. E. by E. If you moor, lay your best anchor to the S. W. and the small one to the N. E. Here you can find good fresh water, and plenty of good limes; but the inhabitants of a dozen houses near the shore, will not suffer you to cut any wood. There is generally a great swell in the Bay, and a great surf on the beach, unless it is very good weather.*

The course from the *East End of Jamaica* to *CAPE DONNA MARIA*, is E. N. E. $\frac{1}{2}$ E. 33 leagues, and from the *NAVAZA* to the same *Cape* N. E. by E. 12 leagues. *Cape Donna Maria* is about 7 leagues $\frac{1}{2}$ to the north of *Cape Tiburon*, the course being N. by E. or from *Cape Tiburon* to *Irish Bay Point*, N. N. W. and from thence to *Cape Donna Maria*, N. by E. The land between the two Capes is pretty high, ragged, and uneven, till you come within 2 or 3 leagues of *Cape Donna Maria*, when it is somewhat lower: there are soundings a good way off betwixt them. There is also a small bay, 2 leagues to the northward of *Cape Tiburon*, called *Irish Bay*, in which wood and water are to be had; and about 2 leagues further up north, off a small point, lies the *Whale*, a reef or ledge of rocks, 4 miles from the shore right off, which must be avoided: this ledge bears from *Cape Donna Maria* S. S. W. 3 leagues.

* The following observations on *Tiburón Bay*, were made in January, 1767, by the same gentleman, Capt. *Hyster*, on board the *Nautilus* Man of War.

"*Tiburón Bay* is about half a mile deep to the eastward. On the north shore it is steep to within 2 or 3 cables lengths of the rocks; and within half a cable's length you have 6 and 7 fathoms, stiff clayish ground. On the E. and S. E. shores you have four and four and a half fathoms, fine muddy ground, within a cable's length all round the shore. No shoals or rocks all over the Bay, as we could find. The edge of the soundings runs as the Bay forms, half a mile from its head. You may anchor any where in the Bay; but bring the point to the eastward, to bear S. by E. and the Cape to bear W. by N. half N. in 4 or 5 fathoms; from that to 8 or 9 is very good ground; wooding and watering in great plenty: you may either land your casks, and roll them over a narrow neck of land into the river, or fill them in your boats with barreecas or buckets—No refreshments of the meat kind, but some vegetables and fruits, as limes, &c.—There is a small battery of 5 guns, mounted on a hill above the houses on the Bay, to command the watering place, which would annoy small vessels.—No shipping here; their trade consists chiefly of *Indigo*, *Coffee*, and *Cotton*, which they send round to other ports in small craft, for exportation to France."

CAPE DONNA MARIA lies in lat. 19 deg. 41 min. being about the height of *Beachy Head*, bluff and steep to the water side, and of a reddish colour. There is a Bay to the southward of the *Cape*, which is called by its name, and is a good place for wood, water, and fish; it shoalens gradually, and you may run in till you bring the *Cape* to bear N. $\frac{1}{2}$ E. 1 mile and a $\frac{1}{2}$; the White Cliffs, to the southward of which is the fresh water, E. by S. the south side of the bay S. $\frac{1}{4}$ W. and the large White House on the hill by the water side E. N. E. $\frac{1}{2}$ E. from 16 to 8, 7, 6, 5 $\frac{1}{2}$, and 5 fathoms water, good sandy ground all over. Within the *Cape*, in the Bay, there is a low point with a small Red Cliff a quarter of a mile in length, which makes the *Cape* remarkable. From this point lies a shoal right off, a mile or two, which shews itself very plain; after you are clear of this shoal, you may steer into the Bay in what depth you choose, keeping your lead agoing as you come in. There are no houses in *Donna Maria Bay* which may be seen, but the large White House above mentioned, and another about 2 miles to the southward, by the water side. From *Cape Donna Maria* to *Cape Nicholas*, the course is N. E. or N. E. $\frac{1}{2}$ E. distance 32 leagues.

Directions for the Coast of Hispaniola, between Cape Donna Maria, and Cape Nicholas, by Captain Bishop, with the Observations of Captain Hester.

SECT. I. *Instructions for sailing from Donna Maria, to Leogane.*

FROM *Cape Donna Maria* to CAPE ROSA, the course is E. N. E. $\frac{1}{2}$ E. about 7 leagues; between which there are three small bays, with barcaderes for small vessels; the land is pretty high and uneven, and a deal of foul ground lies off and nigh the *Cape*. Between *Cape Rosa* and the *Caymites Islands*, to the south-eastward the land is very high towards *Petit Goave*; the *Caymites* have foul ground round them, and when you are bound to or from the *Bight of Leogane*, you must keep at a good distance from the northern island, which lies 7 leagues from *Cape Rosa*, the course being due east. The north point of the *Great Caymite*, and the west end of *Guanaba Island*, bear from each other about N. E. by E. above 13 leagues,

The

THE ISLAND OF GUANABA lies at the entrance of the *Bight*, or *Gulf of Leogane*; it is a shelter to the whole gulf, and breaks the sea, which there, with westerly winds, runs very high and breaking. At its south-east end there is a small island, called *Little Guanaba*, formerly *Foul Beard Island*, surrounded with reefs and shoals. There is no passage between these two islands, but you have room enough either to be northward or southward of them.

From the west end of *Guanaba*, to the middle of *Guanaba Reef*, (which lies in the fair-way or mid-channel, between the island and the main) when they are in one, the bearing is N. N. W. and S. S. E. distance 5 leagues. This reef is dry for about 100 yards, and sometimes 200. S. W. and N. E. it has gradual soundings to the rocks, and the flat of the reef runs a long way to the N. E. From the dry part of this reef, the west end of *Guanaba* bears N. N. W. $\frac{1}{4}$ W. about 5 leagues; the east end E. N. E. 6 leagues; and the plantation of *Mitaguane* on *Hispaniola* S. S. E. easterly: when the White Cliff on *Guanaba Island* is N. E. by N. then you are in 5 fathoms water, and the dry part of the reef bears S. by E. $1\frac{1}{2}$ mile. The best working, according to Captain *Bishop*, is between the reef and the main, because the main is bold, and continues so all the way up to *Leogane Road*: but in standing over to *Guanaba Island*, you will meet with overfalls of 13, 11, 9, and 7 fathoms water. Keeping along the south coast, 2 miles off the shore, there is no danger; you may see the ground under the ship for a long way, but the water is sufficiently deep.

To anchor in *LEOGANE ROAD*, you must give the *Fort Point* a good birth of about a mile; you will see the white water, it being very rocky about this point. For coming to anchor, bring the *Fort Point* E. N. E. or N. E. by N. distance 2 miles, and you will have muddy ground in 18 fathoms water, with the *Fort N. E.* $\frac{1}{2}$ N. distance 1 mile. Then the East End of *Guanaba* will bear N. E. by N.; the West End W. N. W. northerly, and *Little Guanaba* N. W. $\frac{1}{2}$ N. distance 4 leagues $\frac{1}{2}$.

About 4 miles to the northward of the point of *Leogane*, you come to the overfalls already mentioned, in 20 fathoms water, and so to 13, 10, 7, and 11.

SECT. II. From Leogane to Cape Nicholas.

ABOUT 5 leagues to the northward of *Leogane*, *Fort Point*, lie the *TRIANGLE*, or *ARCADINS ISLANDS*; these and the south-east point of *Guanaba* bear from each other E. N. E. near 5 leagues: near them there is very good anchoring in 8, 12, 13 fathoms water, coarse sand and shells.

From the *Triangle* to *ST. MARK'S POINT*, the course is N. W. by W. distance 5 leagues. This Point and the east end of *Guanaba*, when in one, bear S. by E. and N. by W. distance about 6 leagues.

From

From *St. Mark's Point* to the *Devil's Bluff*, (the description of which is in the following section) the bearing is N.N.E. distance 2 leagues $\frac{1}{2}$, which make the opening of *St. Mark's Bay*. It is 3 leagues deep, with good gradual soundings all the way, 10 and 11 fathoms, and so up in the Bay, where is *St. Mark's Town*, and a good road for shipping, well defended by forts and batteries.

From *St. Mark's Point* to the *PLATFORM* of *Cape Nicholas*,* the course is N. W. distance near 11 leagues. At the *Platform* you may get water after rains, but there is none to be had in dry times.

From the *Platform* to *CAPE NICHOLAS*, the course is N. W. by N. 5 leagues.

SECT. III. From the Platform to the Gonahives, and Artibonite, by Captain Hester.

ABOUT 9 leagues eastward of the *Platform* is a fine Bay and Harbour, called the *GONAHIVES*. All along this coast you are sure, about 10 o'clock in the forenoon, to have the sea breeze, which lasts till night, and then you have the wind off shore; therefore you must stay till that time, before which there is little or no wind at all. If you intend to go into the *Gonahives*, you must keep a good distance off the point, which is flat for a great way. When you are about the point, open with the Bay, you will descry a small island, which you must leave on your larboard side, and run in with your lead in 10 or 12 fathoms water. You may also run along close by the island, if you choose, in 4 or 5 fathoms.

About 2 leagues to the southward of the *Gonahives* is *Artibonite Point*, and 2 leagues further south *Artibonite River*. In sailing from the *Gonahives* to the latter place, it is good to keep your lead; for as you come near the River, you will find the water shoaling to about 4 fathoms, and after that deepening again to 7 or 8 fathoms.

From the *Platform* to *ARTIBONITE RIVER*, the course is E. S. E. distance about 11 leagues. This place is very remarkable, the land being

* The following remarks on the *Platform*, were made by an English Captain, September the 20th, 1762.

"To anchor under the *Platform*, bring its Southernmost Point to bear E. by S. the Westernmost Point in sight W.N.W. 3 miles; the Watering Place N. N. E. 3-quarters of a mile; there come to in 9 fathoms water: if you lie in deeper water you will have foul ground; for the nearer in shore, the clearer the ground. This bank is very steep for two cables length; without 9 fathoms you will have no soundings. This bay is very convenient for cruising ships to heel and boot-top, and to water. The Watering Place is in a small gulley, and the water you get out of the casks, which are sunk in the ground in the gulley."

high and uneven, and a bold clear shore all along to the northward from the *Platform* to the *Gonabives*. When you have run 8 or 9 leagues E. S. E. $\frac{1}{4}$ E. you will then see the land a-head, or eastward, very low by the water side, and prodigious mountains over it: this low land reaches from the *Gonabives* to the southward of *Artibonite River*, about a mile; and its south end somewhat higher than the rest, appears like a table land, overgrown with weeds and green trees; this is the *Devil's Bluff*; round its south end is the *Bay of St. Mark*, the other point of which you can see to the S. W. of the *Devil's Bluff*. To anchor off the *River*, bring the south end of the low land to bear south, 3 miles distance, and as you run in you will see five or six small houses by the water side; bring them to bear E. S. E. 2 miles; then the river will bear S. E. On the starboard side, or south side of the entrance of the River, there is likewise a small house which you may see. Be sure to keep these bearings, and you will be upon a fine level bank, where you may anchor in what water you please, from 20 to 6 fathoms. But if you go within 2 miles of the shore, you will drop off that bank from 6 fathoms to 20 the next cast: then 50 or 60, and then 90 or 100 fathoms, within less than half a mile of the shore, and from that to 5 at once. When you are at anchor at *Artibonite*, you may see the *Platform*, bearing W. N. W. about 10 leagues.

Artibonite River is not a place of great note, because it ebbs almost dry at low water; neither is there any town in this place, but only some plantations 5 or 6 miles up the river; there you can have good water, but no wood. The sea wind comes on at noon at N. W. till 10 at night, and the land wind at E. by S. till 8 in the morning.

From Cape Donna Maria to Cape Nicholas; with a Description of the Mole; translated from the French.

S E C T. I.

FROM Cape *Donna Maria* to CAPE NICHOLAS, the course is N. E. and N. E. by E. about 32 leagues. *Cape Nicholas*, according to the astronomical observations made by the French, lies in lat. 19 deg. 50 min. W. and 5 leagues S. E. by S. from the Cape, lies the *Platform*, already mentioned; which is a round white land, pretty near the water side, and very much like a battery, from whence it has received its name: near it is the anchorage described in the preceding page.

From

From the *Platform*, in clear weather, you can descry the *Ile of Guanaba*, its west end bearing S. $\frac{1}{2}$ E. 11 leagues distance.

From *Cape Rosa* to *Cape Nicholas*, the course is N. E. by N. about 26 leagues: you have at most times a windward current the last quarter of the moon.

CAPE NICHOLAS MOLE is a great bay, 4 or 5 miles deep, in which is very good anchorage, where all sorts of vessels are sheltered from every wind. It is near 2 miles wide at its entrance, which is just to the northward of the *Cape*. There is a fine river to water at, and places where a ship may be careened with her side to the shore. The lands hereby are very high; here are *Wild Cattle*, *Hogs*, *Pigeons*, and *Fish*. You may stand within musquet shot of each shore, but when it blows hard it is difficult to get into the anchorage, for if you are not quick in letting go your anchor, you will fall frequently from 6 to 30 and 35 fathoms. The upper part is called the *Little Mole*, which is not more than $\frac{1}{2}$ mile wide; at the southernmost point of which is the river above mentioned: you must go $\frac{1}{4}$ mile up this river before you fill your water. The town is built close to the west side of the river, and you may anchor in 7 fathoms close to it; but there are two little sand banks which you must keep clear of. Ships anchor at the mouth of the river, in 15 fathoms water: when at anchor there you cannot see the bottom of the *Mole*, which runs N. N. E. $1\frac{1}{2}$ mile. You may often see black and white spots, which may make you suspect foul ground; but it is almost all good, especially on the north side, the other being in some places very hard, though what looks bluish is only grass.

SECT. II. Instructions for the Mole, from Captain Hester's Journals.

" IF you come from the Northward, you haul close round the south end of
 " the *Table Land*, within a cable's length, as far as you can hold the shore
 " on board: you will have soundings all along the north side, within a
 " cable's length and a half (but none if you are further off), till you
 " get up as high as the *Bluff Point*, which is on the same side, and a-
 " bove the *Sandy Point* on the south side. There is a large bay from
 " the entrance of the *Mole* quite up to this *Sandy Point*. I would
 " not have you stand too far in the bay, but you must take room to
 " wear, in case the ship does not stay. You will have no soundings on
 " that side till you come close in, and then it is all rocks and foul
 " ground. The *Sandy Point* is steep to within a ship's length of the
 " beach; likewise above the *Point* there is 60, 70, 80 fathoms close
 " to the beach. There is another sandy beach on the south side, two
 " miles above the *Sandy Point*; they call it *Conk Bank*, and it is like-
 " wise steep too. You have very good anchoring a little above the *Bluff*
 " *Point* on the north side, and that is a little below the *Conk Bank*
 " which lies on the south side; but the nigher the north shore, the
 " shallower

“ shallower the water, and the farther to the southward the deeper you
 “ will find it.

“ If you anchor here, there is a fine sandy bay abreast of you, on the
 “ south side, where grows plenty of wood of different sorts, viz. *Lignum*
 “ *Vita*, *Mabogany*, *Cedar*, and *Santa Maria*, with which the French and
 “ Spaniards make masts in the West Indies, and some others; but no
 “ water or limes. About $\frac{1}{2}$ mile below the *Lower Sandy Point*, there
 “ is a small valley, leading into the sea, that runs into the country; and
 “ about a mile and a half up that valley there is good fresh water, with
 “ some orange trees; but there is no such thing as to roll casks up to
 “ be filled, but only kegs and bareekas. There is plenty of good *Conks*
 “ on the *Conk Bank*, and plenty of fish to be caught with hook and
 “ line, as well as with a seine, from the pitch of the point of the
 “ *Conk Bank* upwards; but below the point it is foul, although it looks
 “ a fair sandy beach.

“ *Note*, That from the entrance of the *Mole*, it lays in E. N. E.
 “ till you get up as high as the *Lower Sandy Beach*, distance 4 or 5
 “ miles; and from thence up to the *Conk Bank*, which is the second
 “ sandy beach on the south side, N. E. distance 2 miles. From the
 “ *Conk Bank* to the head of the *Mole* N.N.E. 2 miles: at the entrance
 “ of the *Mole* it is 4 miles over; at the *Lower Sandy Point* it is $1\frac{1}{2}$
 “ mile; at the *Conk Bank* $\frac{3}{4}$ of a mile, and it continues so to the head
 “ of the *Mole*.

“ If you should go into the *Mole*, and your mast or boltspit should
 “ be disabled, so that you could not work up, you may anchor any
 “ where till morning, and then tow up the *Mole*.

“ The sea breeze is N. E. by N. it comes on at 8 in the morning,
 “ and blows very strong till 10 or 11 at night. The land breeze comes
 “ moderately at S. E. it continues till 6 in the morning, then dies
 “ away, and it is calm till 8.—If you are bound to the Northward, you
 “ generally weigh at 8 or 10 at night, when the sea breeze begins to
 “ slacken, just enough to run you out.”

A TABLE of the Courses, Distances, and Latitudes between
Jamaica, Cuba, and Hispaniola.

Names of Places.	Courses	Dist	Latitudes
From Port Morant to <i>Morant Keys</i> - - -	S. E. $\frac{1}{2}$ E.	leag. 12	deg. min. from 17 27
From Morant Keys to the <i>Overfall</i> - - -	E. N. E.	11	to 17 31
From Morant Point, or East end of Jamaica			
to the <i>Formigas</i> - - -	betw. N. and N. N. E.	9	
to <i>St. Jago in Cuba</i> - -	N. 6 deg. E.	41	Mor. Cast. 19 50
to <i>Cumberland Harbour</i> -	N. E. $\frac{1}{2}$ E.	44	19 53
to <i>Ocoa, or Sphinx's Bay</i> -	N. E.	54	
to <i>Navaza</i> - - - -	E. N. E. $\frac{1}{2}$ E.	21	18 20
From <i>St. Jago</i>			
to <i>Cumberland Harbour</i> -	E.	13	
From <i>Cumberland Harbour</i>			
to <i>Puerto Escondido</i> - -	E.	6	
to <i>Cape Bueno</i> - - -	E. by N. $\frac{1}{2}$ N.	17	20 6
From <i>Cape Bueno</i>			
to <i>Cape Mayze</i> - - -	N. E.	5	20 18
From <i>Navaza</i>			
to <i>Cape Tiburon</i> - - -	E. southerly	11	18 20
to <i>Cape Donna Maria</i> -	N. E. by E.	12	19 41
From <i>Cape Tiburon</i>			
to <i>Cape Donna Maria</i> -	N. by E.	7	18 43
From <i>Cape Donna Maria</i>			
to <i>Cape Rosa</i> - - - -	E. N. E. $\frac{1}{2}$ E.	7	
to <i>Cape Nicholas, the W. End</i> <i>of Hispaniola</i> - - -	N. E.	32	19 50
From <i>Cape Rosa</i>			
to the <i>W. End North Caymite</i>	E.	7	
to <i>Cape Nicholas</i> - - -	N. E. by N.	26	
From the <i>North Caymite</i>			
to the <i>W. End of Guanaba</i> -	N. E. by E.	13	
From the <i>S. E. Point of Guanaba</i>			
to the <i>Triangles</i> - - -	E. N. E.	5	
to <i>St. Mark's Point</i> - -	N. by W.	6	
From the <i>Triangles</i>			
to <i>St. Mark's Point</i> - -	N. W. by W.	5	19 14
From <i>St. Mark's Point</i>			
to the <i>Devil's Bluff</i> - -	N. N. E.	2	
to the <i>Platform</i> - - -	N. W.	11	19 36
From the <i>Platform</i>			
to <i>Cape Nicholas</i> - - -	N. W. by N.	5	
to the <i>Gonabives</i> - - -	E.	9	
to <i>Artibonite River</i> - -	E. S. E.	11	

Directions for sailing from Cape Nicholas through the Passage by Crooked Island, or the Windward Passage.*

SECT. I. *From Cape Nicholas to Cape Mayze (Mayzi), Heneaga, &c.*

FROM *Cape Nicholas, the West End of Hispaniola, to the pitch of Cape Mayze, the East End of Cuba, the course is W. by N. $\frac{1}{4}$ N, distance 16 leagues. CAPE MAYZE is a low sandy point, with a reef running from it about 2 or 3 miles; it lies in 26 deg. 17 min. lat, about 5 leagues to the westward is a lagoon, where small vessels may go in, and farther on, about 2 leagues $\frac{1}{2}$, is Barracoa, a very good harbour, but narrow at its entrance; however, you may know where it lies, by a small round hill, called the Anvil Hill, from its form, a little to the westward of the harbour. The west side is sandy and flat therefore you are to go in by the east side. When you want to sail for Barracoa, you may bring Point Mata to bear E. by S, and in clear weather you will see the Anvil Hill; when this hill bears W. S. W. then Barracoa Harbour is between you and it, and the outermost land to the westward, which is Point Guarico, will bear N. W. by W, distance 5 or 6 leagues.*

From Cape Mayze to the South-West Point of Heneaga, the course is N. E. by N. distance 17 leagues.

From Cape Nicholas to the same point, the course is N. $\frac{1}{4}$ W. or N. by W. 24 leagues, but as the winds generally are to the eastward, it is right to make your course north.

SECT. II. *Description of Great Heneaga, from the French.*

THIS island is easily to be known, although it is not very high, it may be seen 5 or 6 leagues off; the south side is the highest, and has small hillocks, which make it appear at first like so many little islands detached one from another, higher to the westward, and lower-

* The French call this Passage, *The Leeward, or English Passage.*

ing towards the east. It is about 14 leagues long, E. N. E. and W. S. W. Its breadth is unequal, being about 4 or 5 leagues broad in the west part, and near 8 leagues in the east part, which lies N. N. E. and S. S. W.

The *South-west Point of Heneaga* lies in 21 deg. 3 min. lat. as it has been repeatedly observed on shore by able astronomers*; it has some rocks, and a reef which runs about a mile off. Five or six miles N. W. from this is the *West Point*, from whence ships commonly take their departure to go through the *Passage*; between the two points is a bay, in the middle of which you may anchor very close in.

From the *West Point* N. by E. 8 or 9 miles, is the *North-West Point*. Between these is a bay more than 2 miles deep, wherein is good anchorage, and shelter from the north wind, which sometimes blows strong hereabouts. From this point the land runs N. E. and all the north side is clear; you may anchor every where, near the land, upon a sandy bottom. When you get round the N. W. point, you will see a little island E. N. E. and a ledge of reefs for more than a league along the shore, and upwards of a mile from it. This place is known by a little hillock, called *The Mornet*; it is the only one on the north side (which is lower than the south), covered with bushes, among which here and there a tree may be seen.

At the eastern end of the north side, there is a bay 3 leagues wide, and nearly one deep, where you may anchor, but will be sheltered from southerly winds only. This bay is scarcely known. There are reefs all along the eastern side of the island. About a mile from the *South-East Point* is a little island, and round it you will see the bottom look white, upon which you may anchor, about a musquet shot from the island; this white bottom continues along the south part, with here and there some reefs, which you will see break †.

* In some accounts, the observation is said to have been made on the *Westernmost Point*, which should bring *Heneaga* 2 leagues nearer *Cape Nicholas*, making the utmost distance between the *Cape* and the *South-West Point* of the island 22 leagues, which agree better with the journals in general.

† "HENEAGA," says Mr. Bishop, "stretches about W. S. W. and E. N. E. being in length 13 or 14 leagues. It is environed with a reef, and about mid-way there is a remarkable *White Rock*, just within the reef. The highest part of the Key is about five or six miles to the eastward of the point, being the first land you see when you come from the southward; but the S. W. is low and sandy, lying in lat. 20 deg. 57 min. N. If you would water at the Pond, it lies about four or five miles to the northward of the S. W. point, when you will bring the *Westernmost Point* to bear N. W. by N. distance two or three miles, where you may anchor in 10 fathoms water, taking care to look out for a good place to let go your anchor; for the water being clear you may see the bottom. The watering place is over the bank, and in rainy times you may have water out of the Pond, but none in dry weather. The *Westernmost Point* is about the middle of the W. end of the island; and from it the N. W. point bears N. one half E. six or eight miles between them is a shallow Bay, with reefs in it. The S. W. and N. W. points are low and sandy."

SECT. III. Of the Anchorage round Great Heneaga, by the French Royal Pilots.

ON the west side are two Bays with anchorage, the first, called *Shallow Bay*, is formed by the *South-West* and *West Points*, as before mentioned; the other, which is the largest and best, is called *The Great Bay of Heneaga*; and is sheltered from the north by the *North-West Point*, and from the south by the *West Point*. This Bay is 3 leagues wide, and one deep, and all along the shore there is a border of sand, 4 cables length wide, on which you will have 5 fathoms at pistol shot from the shore, to $15\frac{1}{2}$ fathoms; and at half a cable's length from that, 45 fathoms water. If you should be there in the season of the Norths, you may anchor under the *North-West Point*, so as to be sheltered from the W. N. W. and if there when the southerly winds prevail, you may anchor under the *South Point* of this Bay, so as to be sheltered from the W. S. W. There are not more than 4 or 5 points of the westerly winds which could hurt you, but they are not to be feared, as they seldom blow, and never violently. It is easy landing all round the Bay.

A little half mile up is a Savanna two leagues long, also a Salt Pond which produces good salt; and 3 or 4 Wells with soft stony bottoms, from which, in the rainy season, you may get fresh water. Plenty of *Doves* and *Wood Pigeons* resort there. There is a quantity of good fish, which you may take either with a line or a seine, as *Dorades*, *Pikes*, *Sargues*, &c. and several sorts of *Shell-fish*. You must take care of the *Crabs*, because they have a poisonous quality from the *Manchineels*. Here are very large *Lizards*, which the *Crabs* attack and kill.

Although the island is covered with wood, all which is hitherto known, is so very small that it is unfit for ship-building. Almost all the trees grow in the rock. Here is found *Brasiletto Wood*, made use of by the dyers, and *Black-candle Wood*, which is said to be a specific in dysentery and bloody flux. The land appears to be good, and might very well produce *Millet*, *Mayze*, *Cassava*, &c. The grass is also very good in the savannas, as well as in the woods, where they might put *Beeves*, *Goats*, *Wild Hogs*, and *Pintadas*.

The first Bay, or *Shallow Bay*, is surrounded by a reef, which, however, shews itself, although there is 2 or 3 fathoms water on it: without this is a white sand, for 3 good cables length; here the English usually anchor* in 7 or 8 fathoms; farther out, in a line between

* The following remarks, on this anchorage, were made by an English pilot, September 16, 1761.

" Bring the west point to bear N. N. W. one half W. and the south-west point

between the two points, which lie S. S. E. and N. N. W. from each other, is 15 fathoms water, rocky ground. This Bay is not so deep as the other, but the bank being less steep, you are not so liable to drive there; neither is the landing so easy, but there are clear places in the reef.

When you anchor in the middle of the *Great Bay*, at equal distance from each point, you are sheltered from N. N. W. to S. W. but in *Shallow Bay* your shelter is only from S. S. E. to W. N. W. by W. because it is less deep, with more swell than in the *Great Bay*, where there is none. However, it is not here that ships are lost, but upon the reefs from the *South-West Point*, which is often mistaken for the *Westernmost Point*, lying between the two anchoring places, and which you may approach within musquet shot.

General Directions for Crooked Island Passage, from the French.

WHEN you take your departure from the *West Point* of *Great Henega*, leaving it $1\frac{1}{2}$ or 2 leagues distance, you make a N. N. W. course for *Castle Island*, called by the English *South Key*, (in 20 deg. 10 min. lat.) which is distant above 22 leagues. With this course you need not fear the *Hogfies*, which you will leave to the eastward 9 or 10 miles: they are almost half way between *Castle Island* and *Great Henega*. You must go to the westward of *Castle Island* about 3 or 4 miles, leaving on the larboard *Mira por vos Keys*, which lie west from the former about 5 leagues. You continue the N. by W. course along *Acklin's Key*, *Fortune Island*, or *Long Key*, and *Crooked Island*, till you come to the north point of the latter, when you will see, at a mile distance from it, a little island, * from which breakers run off to the northward, about a mile; but neither this island, or the breakers are in the way of those sailing through this *Passage*. When you are past them, make a north course for 10 or 12 leagues, then haul to the eastward, as much as you can, to avoid *Watland Island*, which lies N. 5 deg. W. about 19 leagues from *Crooked Island*: and this caution is the more necessary as the currents generally set to the westward.

* point S. S. E. about three miles each; then the watering place will bear N. E. by E. distance one mile one half; and the depth of water will be 7 fathoms ground. There is no water but in the rainy season, then it is not very good, as it lies among the mangrove bushes."

* This island is called *North Key*, or *Bird Rock*.

*General Instructions for the Passage by Crooked Island,
by an English Officer.*

FROM the *South-West Point of Heneaga* to the *Hogsties*, the course is N. N. W. distance 12 leagues, and from the *West Point* about N. by W. distance above 9 leagues.

The *HOGSTIES*, called by the French, *The Stars*, are three patches of dry low sandy Keys, stretching N. and S. about 3 leagues, and encompassed with a reef all round the east side; among them there are many rocks and broken ground, and when it blows hard, the sea breaks over them all. The southernmost is the smallest, and bears from the middle Key, which is the largest, S. S. E. you are to give the smallest a good birth, it being shoal all round, but you may sail close to the largest, and anchor in 4 or 6 fathoms, the body of that Key bearing E. S. E.: about a mile to the westward of the *Hogsties*, you will have 18 and 20 fathoms. When you leave *Heneaga*, in the close of the evening, which all masters of vessels ought to do, you must keep your deep sea lead agoing; and having run 7 or 8 leagues, if the current should deceive you, and drive you near the *Hogsties*, you will strike ground with 60, 70, or 80 fathoms, stony bottom. Then you must edge more to the westward, and keep the right course towards *Acklin's Key*.

From *Heneaga* to *South Key*, at the south end of *Acklin's Key*, the course is N. N. W. as we have already said, or N. N. W. $\frac{1}{4}$ W. distance 22 leagues.

From the *Hogsties* to *South Key*, the course is N. 27 deg. W. about 14 leagues.

From *Heneaga* to the *Mira por vos Keys*, the course is N. W. by N. distance 24 leagues.

The *MIRA * POR VOS*, are three Keys to the westward of *Acklin's Key*. The south Key is the largest, and has a white cliff, with a sandy bay. To the N. E. of this Key is a rock, which makes like a barn, and may be seen all round the Keys, at 3 leagues distance. The south and north Keys bear from each other S. S. E. and N. N. W. distance about 2 leagues; you may anchor to the westward of both Keys, and near the north one in a clean sandy ground. The east Key, which is very rocky, is not always above water; it lies from the *South Key* of *Acklin's* E. $\frac{1}{2}$ N. above 5 leagues. If you come near the *Mira por vos*, you will strike ground 4 or 5 miles off. When they bear between N. by W. and N. W. from 24 fathoms water, to 18, 16, 13, 11, 10, 9, to $7\frac{1}{2}$ and 7 fathoms; then you will have hard sandy ground. But if you happen to be to the N. E. of them about two miles off, you will strike ground with about 18 or 20

* Or, Take care of yourselves

fathoms, hard sandy ground, and will shoal gradually to 5 fathoms water, being then pretty near the Keys. You have the same soundings when you are to the westward of the West Keys, and at the same distance; but when you have them S. E. from you, they are almost steep to.

In making ACKLIN'S KEY, the first land you commonly see, is that upon the Main Key, the southernmost part making like a Key by itself, though it is joined to the Main by a low sandy bank and reef*. The reef runs about the Point to the eastward, but the west side is steep to, being a bold shore all the way to the northward, as far as the Point, on which stand some trees, whereas all the other parts have none. From this Point the bank runs N. W. and N. W. by W. till it meets two small Keys lying to the eastward of the south end of *Long Key*, but all upon the same bank. You must, however, be careful to give the low sandy Point of *South Key* a good birth, the shoal running $1\frac{1}{2}$ mile off. You may go over it in 9 or 10 fathoms water for 6 or eight casts of the lead, being about 2 miles distance from the Key; then no ground.

From that Point to the *South-West End* of *LONG KEY*, which is also named *Salt Key*, the course is N. $\frac{1}{2}$ W. distance 7 or 8 leagues. But in the night steer N. by W. for fear of the current, which generally sets to the eastward, and will drive you towards the reef: this reef stretches in a circular line from the *South Key* to *Long Key*, and is very dangerous, being steep to; some parts are above water, and there is no passage through, except for boats.

"*Long Key*," says Mr. *Bishop*, "is bold to, so that you may go within pistol shot, all the way on the west side †; but as you come to the North End, you will see two Keys and openings, where the bank falls out, and there are several heads of rocks, which you must be careful of, in going to water at the Wells of *Crooked Island*."

"The course from the South-West Point of *Long Key* to the Wells is N. N. E. or N. E. by W. distance 9 leagues; but to know exactly where the Wells are, you must come past the afore-said openings, and then you will see a low Point stretching out to the southward from *Crooked Island*, on which Point are the Wells, 5 in number. It will be proper to run in by the opening between

* This must be a mistake of Mr. *Bishop*; *South Key* being entirely separated from *Acklin's Key*. See the following articles.

† Mr. *Bishop's* description appears to be very erroneous; and navigators should follow the following instructions of Captain *Speer*: "From the south-west part of *Long Key*, to the southernmost Point of *Crooked Island*, or southernmost water Wells, the course is N. E. by N. but be very careful, for from the south-west end of *Long Key* to the north-east end, is a very dangerous bank of sand, which reaches a mile off the shore, or more; and on the outer edge has many dangerous rocks; some places not above 2 feet water, and no dependance on your lead; for you may strike ground in 40 or 50 fathoms, and your ship's head very near the rocks."

" this Point and the small Key, which is to the southward of it;
 " and there look out for a birth for your anchor, the water being very
 " clear."

When you design to anchor at the southernmost Wells, it is best to stand off and on for the night, if you are late, under an easy sail; and be careful not to go too near the Keys till day-light. To anchor, send a boat to place a buoy, where you may have a clear birth round your anchor; for at your first coming on the banks of the Watering Place, it is steep to, and full of rocks: your anchor may be placed in $7\frac{1}{2}$ fathoms water, and your stern, after veering a third of a cable, in 24 fathoms. There is a very long sandy bank within the *Black Water*, where you have 6, $5\frac{1}{2}$, and 5 fathoms water; but you must be as careful in choosing your birth in this bank, for there are some nests of rocks, which have not above 10 or 12 feet water, and some 7, and $4\frac{1}{2}$ feet; and yet 4 or 5 fathoms close to them. Your caution is, to birth so as to swing clear.

When you are at anchor, the westernmost land of *Crooked Island* will bear W. N. W.; all the north shore must be avoided, as it is very rocky. There is a small Key at some distance on the bank, within the Point where the *Wells* are, which will open off the Point, and bear E. by N. at your anchorage.

From the south end of *Long Key* to the *Bird Rock*, the course is N. $\frac{1}{2}$ E. about 10 leagues. *BIRD ROCK*, or *NORTH KEY* is a low sandy island, in 23 deg. 3 min. lat. within a mile of the West End of *Crooked Island*. It has a reef which runs from the north part of it, about 2 or 3 miles to the northward, and so to the eastward, round *Crooked Island* and *Acklin's Key*.

When you get abreast of this Key, you may with safety haul up N. E. if the wind permits, to go clear of *Watland's*, or *Watling's Island*, which lies N. 5 deg. E. about 19 leagues from *Crooked Island*. It is very dangerous coming near *Watland's*, in little wind, or calms, the current setting wholly on it; and as it is very rocky and steep to, there should be no possibility of saving the ship. Captain *Hester* observes in his journals, that it has been remarked of late years, by those who have passed both ways through the *Crooked Island Passage*, that in going to the northward, you can seldom clear *Watland's Island*, after you are past *Crooked Island*, without beating to windward. And going to the southward after you are past the *Mira per vos*, and the *Hogflies*, it is difficult weathering, or rounding *Cape Mayze*.

An important caution to those who go through *Crooked Island Passage*, is to sail from *Heneaga* about 5 in the evening, and steer N. W. by N. for 14 or 15 leagues, heaving the deep sea lead every hour; to go with an easy sail, if it blows fresh, and then haul up N. by W. to make *Acklin's Key*.

Remarks

Remarks on Castle Island, South Key, Acklin's Key, Fortune Island, (Long Key,) and Crooked Island, with their Anchorages, by the Chevalier de la Cardonie; translated from the French.

CASTLE ISLAND is 4 or 5 miles from east to west, and more than a mile broad. The west Point is pretty bold, and the east side is remarkable for a rising out, resembling something like a Castle. It is distant from *Acklin's* a little more than a league; between them, though rather nearer the latter, is a white rock by itself, with several Keys to the southward of it, and breakers which appear to shut up the passage between the two islands. This rock is called *The Farellon*, or *Forillon of Acklin*.

ACKLIN'S ISLAND, or KEY, is but little known, except in the west part, the two Points of which are distant 4 or 5 miles: between these you may anchor, very near the shore, in clear ground, 7 or 8 fathoms water, the bottom fine sand with broken shells; and you are sheltered from the prevailing winds, as far as from N. to S. coming by the E. The *Chevalier de la Cardonie*, who was sent in 1755 to survey this part, gives the following account of it.

" I determined to anchor under *Castle Island*, or some of those
" thereabouts, that I might not be caught near some shore in the
" *Passage* when night came on; and I saw an appearance of an-
" chorage nearer than *Crooked Island*, which may be of consequence
" to ships going through this *Passage*. I came first to *Castle Island*;
" at some distance, the shore looked clear, and I thought I perceived
" an anchorage; but when within four cables length, the sun was
" so much in my eyes that I could not distinguish it; so we tacked
" and anchored to the S. W. of the largest of the little islands,
" between *Castle* and *Acklin's Island*, which is called *The Forillon*.
" This anchorage is sheltered from the swell in general, but from
" few winds, and the hold is not good; for a puff coming off the
" land, we dragged our anchor, which we hove up, and then came
" to the N. W. Point of *Acklin's Island*, where we met with the
" same accident; at last we anchored abreast of this island in 8
" fathoms water, white sand and small broken shells. The ground
" here is very good, for the breeze blew very fresh all night, and
" our anchor held very fast. The anchorage is off the highest
" part of the island, which shelters you well from the easterly winds,
" as it does also from the N. N. W.; *Castle Island* sheltering you
" from the S. W. by S. you may anchor almost any where along
" the island, which makes it easy to catch. Some cables length to
" the southward of the place where we were, are some scattered
" rocks, but even with the sand, and scarce dangerous for cables.

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“ The westerly winds seldom blow hard hereabouts; besides, I am not sure whether they would not be more dangerous in this *Passage*, when you might be under sail among the islands, than when you are at anchor.”

Instructions for Going through, with the Remarks made by a FRENCH FRIGATE sent to explore the Passage in 1753; translated from the French.

THE easterly winds almost constantly prevail, and calms happen very seldom, in the *Passage*, so that a vessel taking her departure from *Cape Nicholas* at night, might make *Heneaga* very soon in the morning, and get to an anchor under *Acklin's Island* before dark; from whence weighing by day-light, she might be clear through the *Passage* before the next night came on again. Of *Acklin's Island* very little is known, except on the west side, from whence it appears rather higher than *Heneaga*, with some little hillocks here and there. All the knowledge we have of this island, is, that it extends about 6 leagues N. E. by E. and S. W. by W. and is about 2 leagues wide. That at the north Point of it is a little island, a mile and a half long and three quarters of a mile broad, separated from *Acklin's Island* by a channel of half a mile wide. It is said that from the north part of this little island there is a reef, which runs off a mile, and continues along the east side of *Acklin's Island* to *Castle Island*. This remark, however, does not agree with the journal of the Pilot on board the *French Frigate*, sent in 1753 from *Hispaniola* to explore these *Passages*.

“ Having taken our departure from *Heneaga*, made *Acklin's Island* at 3 P. M.—having stood in towards the middle of the north part, we came within a mile and a half without finding soundings; then rounded and doubled, at the same distance, the Point of *Castle Island* (the little white sandy bottom, or white water, running about $\frac{2}{3}$ of a mile off) at $\frac{1}{2}$ past 5, made two tacks to get into and reconnoitre the Bay, and by standing off and on, to pass the night.

“ The next day finding ourselves much about the same place we were in the night before, we rounded the Bay formed by *Castle* and *Fortune Islands*, at a mile and a half from the white water, without having any soundings, the bark which was with us, keeping upon the edge of it, and oftener upon the white water; having one minute rocky, and the next sandy ground, and from 5 to 8 fathoms, which she made known by signals. At 6 P. M. we were about a mile and a half to the northward of the S. W. Point of *Fortune Island*, waiting for the bark, which had in vain sought an anchorage, and had sounded within half a mile of the land, having

“ having always rocky ground. At 8, having got round this Point, without having sight of the Bay, which it makes with *Crooked Island*, we did not dare to keep under way in the night, and so brought to under our topails, sounding every hour; the bark was doing the same, and kept between us and the land, but neither of us got ground. About midnight we had some squalls, but always smooth water. At day-break, *Little Crooked Island* was S. W. from us about 4 leagues; the rest of the day we endeavoured to work into the Bay to get to the anchorage marked in the chart, given us from the marine office, to be on the N. E. Point, when at 6 P. M. we anchored about $1\frac{1}{2}$ mile from the shore in 9 fathoms water, rocky ground; and a cable's length within us we found 7 fathoms, clean sand.”

From the N. W. Point of *Acklin's*, called *Salinas*, or *Salt Point*, to the S. W. Point of *Fortune Island*, is N. N. W. 5 leagues*; the space between appears to be a great Bay †, the bottom of which you cannot see, and it is not known. In approaching *Fortune Island*, you will see a number of little Keys and reefs as marked in the chart.

Fortune Island is much less than *Crooked Island*, not being 3 leagues long; the land is even, and covered with bushes, as are almost all the other islands hereabouts. It is separated from the former by a channel one league wide, with two little islands, behind which you will perceive a great extent of sea, with three other little islands ‡.

* When you come near *Fortune Island*, you will see broken rocks, which look like huts built by shipwrecked people, which is too often the case hereabouts. In 1755, the French bark, the *Eagle*, belonging to the King, being deceived by these huts, went to an anchor about 10 or 12 cables length from the south point, and sent the boat on shore. She found it bad anchoring, and very near the reefs, which made her weigh immediately, and stand off and on to wait for her boat. But in the Bay, towards the north part of the Island, is tolerable anchoring pretty near the land, from 20 to 10 fathoms water.

From the N. E. point of *Fortune Island*, to the northernmost point of *Crooked Island*, the distance is $6\frac{1}{2}$ leagues. Between them is a Bay, in the form of a semicircle, in which is good anchorage under either of the Islands, and shelter from N. E. and S. winds.

Crooked Island has at least 7 leagues in length, from the south to the north point, and 2 in breadth. About 3 leagues from the north point, and $1\frac{1}{2}$ from the south, not far inland, is a pond of fresh water. All

* The distance is 7 leagues according to the repeated observations of the English.

† The English call this *Long Key Bay*.

‡ There are some mistakes in this article. *Fortune Island* is above 6 leagues in length, being as long as *Crooked Island*, though not half so broad; and from its long narrow shape, it has been called *Long Key* by the English. The channel between *Fortune Island* and *Crooked Island* is above 2 leagues wide.

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along the west side of this Island is a bank of white sand, about $2\frac{1}{2}$ miles wide, on which you may anchor in 15 or 20 fathoms water, but further out, you will find 60 and 100 fathoms.

There is a little Island about a mile from the north point of *Crooked Island* (*North Key*), on the west side of which you may anchor very near the land. You may also anchor 3 miles S. S. E. from it, near the west point of *Crooked Island*; but these places are only fit to stop at with N. E. or E. winds, when you may apprehend being down in the night upon *Long Island*, or *Rum Key*.

You will see a chain of reefs to the northward of this Island, inclining to the eastward, but you need not go near them, in sailing through this *Passage*.

Additional Remarks on Acklin's Key, Castle Island or South Key, Fortune, and Crooked Islands, translated from the French.

FROM the S. W. Point of *Acklin's Key* (*Castle Island*) to the N. W. Point, called *Salt Point*, is N. N. E. about 5 leagues. There is a Point running out to the westward, which has been taken for *Salt Point*, but it does not make so deep a Bay; it has been sounded at less than a mile, but no anchorage could be found, as it was all rocky, though an English vessel had been seen there; if she was in clear ground, it could be but in that spot. From *Salt Point* there runs a bank of white sand, quite to the S. W. end of *Fortune Island*, on the edge of which is a rocky bottom; these make a bight near 3 miles deep (*Long Key Bay*). On the rocks and the borders of the white sand are from 5 to 8 fathoms, but soon after you get on the bank, you will have but as many feet. About half a mile on the bank are *Five Keys*, covered with bushes; they are distant about one league from each other, but you can only get to them in a boat, and there is not a passage for any thing else between *Acklin's Key* and *Fortune Island*.

From *Acklin's Island* to the first Key is 7 miles. The vessel, which was sent to explore this part, tried for a passage to go along the north side of *Acklin's Island*, but soon finding 2 fathoms and a cable's length further only one fathom and a half, she was obliged to put about, and stand off as she went in.

Behind these five Keys, upon the bank of white sand, are several others, which appear about 5 leagues broad, extending from the east point of *Acklin's Key* to the east point of *Crooked Island*, and forming there a shoal like that of the *Caycos*.

Castle Island is to the S. W. of *Acklin's Island*, and the *Forillon* is between them, with a shoal bank from one to the other: this Island lies E. and W. about $1\frac{1}{2}$ mile.

The westernmost point of *Castle Island* is S. S. E. and N. N. W. with the westernmost point of *Fortune Island*, about 8 leagues; and this last

last point lies near by N. and S. with the westernmost point of *Crooked Island*, distance about 10 leagues. The little Island covered with bushes and a reef to it, is about one mile and a half from this point.

Between the *Forillon* and *Castle Island* is a passage, which an English vessel, which had been at anchor under the S. W. point of *Acklin's Island*, ran through, to avoid the French Frigate the *Emerald*, which was sent in 1753, to make observations on these Islands. This Passage can be only for small vessels, being in the middle of a reef, which can scarce be more than 6 or 8 feet. "We went however," says the French Pilot, to whom we are indebted for these remarks, "within half a mile of it, without finding any soundings: there is probably a like anchorage to the eastward of *Acklin's Island*, for we saw a fire there all night."

Of the Variation and Currents in the Windward Passage, &c.

ACCORDING to *Mountain's Chart*, constructed in the year 1700, from *Dr. Halley's* tables, the variation of *Port Royal* in *Jamaica* then was about 6 deg. 30 min. E.; some late observations make it about 6 deg. E. and on the north side, at *Port Antonio*, it was in 1771, 7 deg. 15 min. E.—But as in most parts of the world, it is found continually either increasing or decreasing, so we may reasonably conclude that it may have altered, in both respects, very much in this long interval that has passed since the construction of the Chart. For want of a register of annual observations given to the Public, we have no data whereby to determine either what the whole variation amounts to in a series of years, or whether it is at this time on the increase or decrease. A correct observation might be made in *Jamaica* by two stations, one at *Port Royal Point*; the other at *Long Bay*, or *Green Island Harbour*, at the west end, in the month of December, at which time the sun's amplitude at rising and setting may be taken to a degree of great exactness, from his having then the greatest southern declination, and not being intercepted by the mountains, from observers placed at those convenient stations.

The variation in *Tiburón Bay* in 1767, was 8 deg. 20 min. E. Between *Heneage* and *Crooked Island*, it has been observed by different people from 2 deg. 40 min. to 4 deg. 30 min. easterly, which trifling difference may happen from the different compasses, or methods employed by the observers.

In regard to currents, those which are more steady, according to the testimony of navigators, seem to be in the southward part of the *Windward Passage*.

Between the *East End of Jamaica* and *Cape Tiburón*, their general direction is N. by E.

Between

Between the *North Side of Jamaica* and the *South Side of Cuba* they run generally W. by N. and in the Streights between *Cape Nicholas* and *Cape Mayze* N. E. then they become more irregular and uncertain. One Navigator has found, when he was to the north of *Heneaga*; no current at all; some Pilots have observed, that to the northward of *Crooked Island* the currents ran strong to the westward; while in the passage towards *Long Key*, they generally set to the eastward: and others have remarked, that to the southward of the *Passages*, the currents run for 3 months to the eastward; but commonly they set to the westward; and as a proof of this, the frigate, the *Emerald*, mentioned in the preceding article, having on the 30th of January, 1753, put a buoy with a flag upon it into the sea, to the westward of the westernmost *Silver Keys*, (*Philip's plate*) it was found on the 10th of March following, by the boat of a ship which had been wrecked on the coast at the entrance of the *Old Streights of Bahama*, between *Key Romano*, and the main land of *Cuba*.

A T A B L E

Of the Courses, Distances, and Latitudes between Cape Nicholas (the West End of Hispaniola) and Crooked Island.

Names of Places.	Courses.	Dist.	Latitudes.
From Cape Nicholas to Cape Mayze the East end of Cuba	W. by N. $\frac{1}{4}$ N.	leagues. 16	deg. min. 20 17
From Cape Mayze to Barracca - -	W. by N.	8	
to the South-west Point of Great Heneaga	N. E. by N.	17	21 3
From Cape Nicholas to the South-west Point of Heneaga - -	N. $\frac{1}{4}$ W. or N. by W.	24	See the note in the de- script. of He- neaga.
From the South-west Point of Heneaga to the Hogsties - - -	N. N. W.	12	
From the West Point of Heneaga to the Hogsties - - -	N. by W.	9	South Key. 21 32
From Heneaga to South Key, or Castle Island - - - - -	N. N. W.	22	22 8
From the Hogsties to South Key - - - -	N. 27 deg. W.	12	
From Heneaga to Mirapor vos Keys -	N. W. by N.	24	South Key. 23 3
From Mirapor vos Keys to South Key	E. $\frac{1}{2}$ N.	5	
From South Key to the South-west End of Long Key, or Fortune Island - -	N. $\frac{1}{4}$ W.	8	
From the South-west End of Long Key to the Wells of Crooked Island - - - - -	N. N. E. or N. E. by N.	9	23 2
to the Bird Rock, or North Key - - - -	N. $\frac{1}{4}$ E.	10	

Directions for sailing by Crooked Island to Exuma and Providence, from the English Pilot.

YOU must steer from the *North End of Crooked Island* towards *Rum Key*, which is foul and rocky all round, your course thither being N. N. W. about 14 leagues; from thence you go towards *Long Island*, which lies west, a little southerly, 9 leagues, a W. N. W. course carries you clear of it. *Long Island* is about 18 leagues in length, lying N. W. by N. and S. E. by S. its north-west end in lat. 23 deg. 30 min. About 6 leagues from the N. W. end of *Long Island* to the Keys before the *Salt Pond* at *Exuma*, the course is W. $\frac{1}{2}$ S. distance 8 leagues. *Exuma* is a great salt island, from which lie an innumerable number of islands and keys, extending for 35 leagues to the N. W. and N. W. by N. If you are bound from *Exuma* to *Providence*, you must make your way for the *Ships Channel Passage*, which is between *Little Island* and *Eleuthera*. Your course from *Exuma* thither, is N. N. W. distance about 22 leagues; and so you may proceed to the north-westward along the island *Eleuthera*; but the nearest cut is over the *Great Bahama Bank* from *Exuma*. To go this way, your course is W. N. W. or rather N. W. by W. about 35 leagues, which will bring you to the edge of the Bank. From hence you may pass over the Bank in 2 or $2\frac{1}{2}$, and in some holes 3 fathoms water, the distance over the Bank being about 10 leagues. You must keep a good look out, for fear of sunken rocks, which in some places lie very thick; they are easily seen before you come at them, the water being very clear; and in anchoring there in the night, choose a good sandy birth.

A T A B L E

Of the Courses, Distances, and Latitudes to the Northward of Bird Rock, or North Key.

Names of Places.	Courses.	Dist.	Latitudes.
From North Key		leag.	deg. min.
to the east side of Long Island - -	W.	9	
to Rum Key - - -	N. N. W.	14	23 42
to Atwood's Key, or Samana Island - -	N. E. by E. $\frac{1}{4}$ E.	9	
to Watland's, or Watling's Island - -	N. 5 deg. E.	19	24
From the south end of Rum Key - - -			
to Watland's Island - -	N. E.	9	
to Little Island, or Little Key - - -	W. N. W. $\frac{1}{2}$ W.	7	23 50
to the N. W. part of Long Island - -	W. S. W.	12	
From the N. W. part of Long Island - -			
to Little Island - -	N. N. E. $\frac{1}{2}$ E.	8	

General Directions for going through the Passages to the Eastward of Crooked Island; chiefly between Little Heneaga and the Caycos, by Captain Hester.

" AFTER having cleared the *East End of Jamaica*," says the Captain, " I would endeavour to get to the eastward as fast as possible, taking every advantage of wind. In so doing, when up at *Cape Nicholas*, I would prefer the beating up as high as the island *Tortudas* (or *Tertuga*, or *Turtle Island*) and take my departure for the *Caycos Passage*, thinking it less tedious and difficult than the *Passage by Crooked Island*.

" From the *Mole* to the *West End* of *Tortudas*, in lat. 20 deg. 6 min. the course is N. E. by E. $\frac{1}{4}$ E. about 11 leagues. It is all a bold clear shore, giving it 2 or 3 miles birth. *Tortudas* is

“ about 8 leagues long, the north coast stretching E. by S. and
 “ W. by N. The north-east part is foul 3 or 4 miles, but from
 “ that part down to the west end, it is bold, and the west end is as
 “ steep as a house side. There is no anchoring off the inside, or
 “ south side, till you get up to the center of the island; and there
 “ you may anchor off *Port Paix* (*Porta Pex* of the sailors) which
 “ is a place for large ships. When the high hill, which is seen
 “ over *Port Paix*, bears S. W. by S. then the east end of the island
 “ is between you and it. All the way down, from abreast of *Port*
 “ *Paix*, there is a small reef which lies from the island, about half
 “ a mile, and two ships lengths without them, you have no sound-
 “ ings. Coming from the eastward, you may work up towards *Port*
 “ *Paix* on the inside of the island, till you come within 2 or 3
 “ leagues of *Port Paix*, and then it is dangerous without a pilot; but
 “ below that you may work up boldly, from side to side, giving each
 “ shore a mile birth. From the west end of *Tortudas* to *Hispaniola*,
 “ is about $4\frac{1}{2}$ leagues, and to *Port Paix*, near 6 leagues, and a S. E.
 “ course.

“ To anchor at the *West End of Tortudas* in $5\frac{1}{2}$ fathoms water,
 “ sandy ground, you must bring that End N. W. by N. dist. 3 miles;
 “ the S. W. End of the same, called *Valley Point*, S. S. E. and a
 “ small reef in the Bay N. N. E. distance $\frac{1}{4}$ of a mile.

“ From the middle body of the island *Tortudas*, to go between
 “ *Heneaga* and the *Caycos*, take your departure in the evening, steer-
 “ ing north by compass, taking care not to run more than 18 leagues,
 “ at the most, before the day-light, with the distance off from
 “ it included, at taking your departure; when, if you see nothing
 “ of the East End of *Great Heneaga*, continue your course for
 “ 7 or 8 leagues, and you will not fail of seeing the *Little Caycos* or
 “ *Little Heneaga*.

“ At the East End of *Great Heneaga*, as Mr. *Bishop* has observed,
 “ there is a remarkable rock; when it bore N. W. $\frac{1}{4}$ W. distance
 “ about 2 leagues, they saw the ground under them, having no more
 “ than $3\frac{1}{2}$ fathoms water; so they hauled up S. S. E. and kept the
 “ lead a-going till they had from $3\frac{1}{2}$ to 4, $4\frac{1}{2}$, 7, 8, 10 fathoms,
 “ and then no ground. When the aforesaid rock bore N. * N. W.
 “ distance 4 or 5 leagues, then the East of *Little Heneaga* bore N.
 “ W. by W. $\frac{1}{2}$ W. distance 4 leagues, lat. observed 21 deg. 25
 “ min. Mr. *Bishop* observes also, that in coming through between
 “ the *Caycos Key* and *Heneaga*, he has seen both from the mast head.

“ *LITTLE HENEAGA*, which is very little known, lies, according
 “ to the French accounts, N. N. E. above 3 leagues from the Great
 “ one, the channel between them being quite safe and clear. It is

* This must be an error, and you should read S. S. W.

“ about 5 leagues long N. E. and S. W. ; low and even, except a
 “ little mount which is at equal distance from the North-East and
 “ South-West Points; not far from the shore, almost round the island,
 “ it is sandy, except at the East Point, where is a ledge of rocks
 “ which break and run off a mile and a half. From this East Point
 “ the coast lies east and west, then N. E. and S. W. all which you
 “ may come pretty near to.

“ *Little Heneaga* lies in latitude 21 deg. 37 min. and N. $\frac{1}{4}$ W.
 “ distance 29 leagues from the body of the island *Tortudas*. The
 “ *West* or *Little Cayco*, and *Little Heneaga*, lie from each other E.
 “ by N. and W. by S. distance above 10 leagues. The *Little*
 “ *Cayco* is in latitude 21 deg. 40 min. * N. by E. $\frac{1}{4}$ E. distance 51
 “ leagues, from the body of the island *Tortudas*.

“ You may borrow near to the *Caycos*, and haul your wind to the
 “ N. E. which will clear you of *Mayaguana* and the reef, the outer
 “ point of which lies in latitude 22 deg. 26 min. then you are in the
 “ open ocean clear of every thing.

“ If you find a leeward current, or a scant wind, after through,
 “ between *Heneaga* and *West Cayco*, so that you cannot weather
 “ *Mayaguana* and its reef, you may bear up, and sail under the
 “ lee or *West End* of *Mayaguana*; there being no danger, but what
 “ you may see, to sail between *Mayaguana* and the *French Keys*,
 “ which is a wide and fair channel. Then you haul up your wind to
 “ windward of *Atwood's Key*, which lies in latitude 23 deg. 12 min.
 “ In going through either of these *Passages*, there is a greater advan-
 “ tage gained with less trouble, and sooner, than by *Crooked Island*
 “ *Passage*. Though I think that in time of war, it would be very
 “ tedious and difficult to attempt any of them with a convoy; not
 “ only because you are infallibly exposed to be annoyed by cruizers
 “ and privateers, but also because of the almost impossibility of keep-
 “ ing a number of vessels together in those narrow channels. As
 “ for the *Turks Islands Passage*, in failing to the northward I would
 “ not offer to mention it, looking upon it to be both tedious and ha-
 “ zardous; but in coming from the northward, it is, in my opinion,
 “ a very easy, safe, and expeditious *Passage*, and the directions relative
 “ thereto will be given in the course of this work.”

*Directions for Mayaguana and Atwood's Key Passage;
 translated from the French.*

THIS Passage may be very useful and convenient:

I. For ships intending for *Crooked Island Passage*, and meeting, af-
 ter they are past *Heneaga*, with the wind at North N. N. W. or

* By very accurate observations of the French, the North-West Point has
 been found to be in latitude 21 deg. 43 min. and the South Point in latitude 21
 deg. 35 min. See the Instructions for the *Caycos Passage*.

N. W.

N. W. then not being able to sail up to *Castle Island*, they are obliged to sail to the southward of these islands, going along the *French Islands* (*Flat Keys*), and between *Mayaguana* and *Atwood's Key*.

II. For those intending to go through the *Caycos Passage*; when they are got up to *West Cayco*, if the wind is at N. N. E. they would be obliged to sail to the southward of *Mayaguana*, and to pass between this island and *Atwood's Key*.

III. When they are about passing between the two islands, if the N. N. E. wind is too near, they may advance westward, and sail between *Atwood's Key* and *Crooked Island*.

It is therefore of great importance you should be acquainted with the dangers, and also with the places where you may anchor round these islands. If, in going for *Crooked Island Passage*, the wind obliges you to pass to the southward of *Acklin's Keys*, and by the *Flat Keys*, it is usual to sail mid-channel between the *Hogsties* (of which see the account) and *Acklin's Key*, from which they are distant about 12 leagues, and then make the *Flat Keys*, which are in latitude 22 deg. 43 min. They bear N. by E. $\frac{1}{2}$ E. from the *Hogsties* above 20 leagues, and E. by N. 5 leagues from the north part of *Acklin's Key*. You may pass safely them and *Acklin's Key*, keeping mid-channel, or rather over to the *Flat Keys*, for in a case of necessity you may anchor on the west side of the largest of them.

Description of the Flat Keys, or French Keys, or French Islands, by the Royal Pilot of the French Bark, the Eagle, in 1753.

S E C T. I.

THESE Keys, hitherto but little known, have been said to be three; but what probably gave rise to that, was a rock which appeared out of water as high as a boat. It is about half a mile to the N. E. of the largest island, among the reefs and banks which run from the one to the other. "Having made *Acklin's Key*," says the Pilot, "we stood for the *Flat Islands*, and anchored in the white water, on the west side of the largest, about two cables lengths from it, sheltered by a reef which runs to the N. and N. W. 2 miles.

"This island is no more than 3 miles N. and S. and half as much E. and W. the east and the north sides are surrounded by reefs which break. The anchorage is about $\frac{3}{4}$ of a mile from the South Point, near which is a landing place; and by digging two or three feet in the sand, you will get good fresh water. Some English people,

“ people, who were wrecked here, had made a pond, which dried
 “ upon the *Eagle* filling four casks out of it, but in a quarter of an
 “ hour, it was as full as ever. It is very surprising that about ten
 “ paces from it there is a salt water pond. This island is low and
 “ almost even, though when you are at a distance, there appear some
 “ small risings which diversify a little its appearance; the ground
 “ is nothing but sand or rock, with some bushes upon it, fit only for
 “ firing.—The other island, which is the smallest, lies E. and W.
 “ about 2 miles to the eastward of the first, but the passage between
 “ them, made very narrow by the reefs on both sides, is not a mile
 “ wide, and is fit only for small craft.”

SECT. II. *The Passage between Crooked Island, and Atwood's Key.*

THOSE who are obliged to pass to the westward of the *French Keys*, may go between *Crooked Island* and *Atwood's Key*, which is a very good passage, between 5 or 6 leagues wide. After having the *French Keys* about a league to the eastward of you, make your course N. N. E. a little easterly, 10 leagues, you will then get sight of the East Point of *Atwood's Key*, which you must not approach nearer than 4 or 5 miles, but having brought it S. W. from you 2 or 3 leagues, there is nothing to be feared, except *Watland's Island*, which is 16 leagues N. W. by N. from *Atwood's Key*.

It is necessary to observe, that the Norths in this *Passage* are very dangerous winds, and may throw you upon the reefs, which border all the banks on the east side of *Fortune* and *Crooked Islands*, it happened to the French man of war, the *Orox*, in 1736, which was very near being wrecked, and was obliged to anchor close to them in foul ground. There is an island 2 leagues to the eastward of *Crooked Island*, near 2 leagues in length W. and S. and 6 leagues South from the West Point of *Atwood's Key*. This island probably is on the border of the bank, on the east side of *Crooked Island*; its north and east sides are surrounded with reefs, and though it was not seen by the *Eagle* in 1753, yet there is reason to think it was the island on which the *Orox* expected to be wrecked, and which a ship of *Nantz* ran upon in 1749, but luckily got off again. She left her boat and 10 men behind her, who staid there 20 days, in want of every thing, and were afterwards taken off by an English vessel.

Being in sight of the *French Keys*, you may also, according to circumstances, pass to the southward of them, giving them a birth of 4 or 6 miles; and having got round them, stand away to the northward, to sail between *Atwood's Key* and *Mayaguana*, which is a fine clear *Passage*.

SECT.

SECT. III. *Description of Atwood's Key (called Samana Island by the French) from the Journal of the French Bark, the Eagle, in 1755.*

THIS island is near 6 leagues in length East and West; its greatest breadth is 4 or 5 miles in the middle, for the two extremes end in point. It is low, and covered with bushes like the neighbouring islands. All the north side is bordered with a reef, which breaks, and is above two miles from the land: the same reef runs round the West Point, and forms a head, which is a mile and a half to the southward of the Point; on the south side, about 2 miles from the West Point, you may anchor 3 cables lengths from the land, and for $\frac{1}{2}$ league at least along the shore, sheltered from the W. and N. E. winds. The commanding officer of the bark, the *Eagle*, which went there in 1755, for some French sailors who had been wrecked on this island, continues his description as follows: "Having got within 4 miles of the middle of *Samana*, I bore away for the West Point, where there is a general probability of anchorage in these islands. "Having brought it N. N. W. about one mile off, we saw that end was only a point, and that the other side rounded away E. N. E. full of breakers, which were at least 2 miles from it; we saw some also ahead of us and to leeward; we were obliged to haul our wind, and stand for the anchorage aforementioned, on the south side of the island. This anchorage extends about 2 mile each way, from whence we were, and about 3 cables lengths from the island; you may let go your anchor in 8 fathoms, sand and broken shells, but it is not good holding ground. The people we were sent for not appearing, I fired some guns, and sent some of my men to look for them; they came the day after without having seen them; but they had found, about 2 miles on this side of the East Point, a garden and a hut, in which some remains of bread, beans, &c. had convinced them our unhappy countrymen were not starved.

"Among those I had sent round the island, was a quarter-master, very able to make remarks; he observed, in going and coming, the coast and the reefs to the southward, and also to the northward where the hut was. It happened that he arrived at it, just as the sun set, and as he left it at sun rise, I knew by the time of his setting out and coming back, the length of the island, which I had likewise by the angles taken at the West Point, and on the south side."

The same officer adds, that having weighed, he went round the reefs off the West Point, and steered N. W. for an island marked in several charts upon those bearings, distance 6 leagues from *Samana*.

Having

Having run 5 leagues he saw nothing of it, although the weather was fine and clear, and that for the same reason that he could not find the Island, which is said to be between *Samana* and the *French Keys*, since there is no such Island, of which it is of great consequence to be certain.

It is scarce necessary to repeat that this *Passage* should be used only in cases of necessity; for it is safer, after having passed the *French Keys*, to go between *Atwood's Key*, and *Mayaguana*, which lie about N. W. by W. and S. E. by E. 18* leagues one from the other.

SECT. IV. Description of Mayaguana, called by the French Mogane.

THIS Island has hitherto been very ill laid down; those who have used this *Passage*, minding only to keep at a great distance, to be clear, as soon as possible, of the reefs which surround it almost entirely. Although *Mayaguana* is in length about 8 leagues E. S. E. and W. S. W. its greatest breadth is but 2 leagues. By a good observation, the S. E. Point is in lat. 22 deg. 28 min. and the W. Point in lat. 22 deg. 42 min. The Eastern part lies N. E. and S. W.; and between the two Points, the distance is 2 leagues; it is surrounded by a reef which runs above a league and a half to the Eastward; on the Eastern part of which are several keys, and five or six huge rocks above water. Near the Northernmost Point of this reef is an Island three-quarters of a mile long, with a small key to the S. W. of it. The rest of the reef is bordered with rocks under water, on which the sea breaks: in the South part is a Passage for small vessels to go through, and he sheltered by *Mayaguana* on one side, and the reef on the other side.†

* The French account makes this distance 23 leagues, which corresponds neither with the preceding observations, nor with those made since 1755.

† The following remarks on the East End of *Mayaguana* are extracted from the log-book of his Majesty's Ship the *Sphinx*, in 1755.

"At five A. M. saw *Mayaguana*, bearing S. E. by E. the East End distance 2 leagues.
"Made a small tack to the Northward, in order to weather a reef that runs out from the East End of the Island, about 2 leagues. At noon being by the winds, laying S. E. lat. observed 22 deg. 28 min. N. then the outermost part of the reef bore S. W. distance three or four miles; and the S. E. Point of the Island bore W. S. W. distance 3 leagues. At five P. M. the East End of *Mayaguana* bore N. W. half N. distance 8 leagues; and at the same time saw, from the mast head, the Northernmost keys, upon the *Cayes Bank*, bearing S. E. distance about 8 leagues. Then run S. by W. thirty miles; and then *Little Henaga* bore W. distance 3 or 4 leagues."

F

About

About a mile from the S. E. Point of *Mayaguana*, on the West side, is a little Island, near which you may anchor in 5 or 6 fathoms water, on a white bottom, taking care to be nearer the West than the East side of the said Island. In this part there is a space of more than a league, without any rocks; then they begin and run along the Island to the S. W. Point: from the S. W. to the N. W. Point, the coast is clear, and forms two Bays, the bottoms of which are white sand, where you may anchor about two cables lengths from the land. The two Points lie N. N. E. and S. S. W. from each other, distance 7 or 8 miles. It is very necessary to be acquainted with these anchoring places, as you might be caught here with a North; then it would be better to anchor under the N. W. Point, where you should be sheltered from the N. N. W.—N. E.—E.—S. E. and as far as the S. S. W. and that by the Island and the reefs, which run a long league to the N. W. and on which the sea breaks with great violence. From the N. W. Point the coast inclines to the E. and E. S. E. forming a kind of Bay, 3 leagues wide, but which is bordered by reefs three miles from land, and having some passages for very small vessels. At the East Point of this Bay, a little inland, are two little hillocks; then the coast runs E. S. E. full five leagues, to the E. Point which we have already mentioned.

Mayaguana is not high, and, like the other Islands, is covered with bushes and thickets; among which you see some trees larger than the rest, but none of them fit for ship-building.

*Instructions for the Caycos (Corcos of the Sailors) Passage,
translated from the French,*

S E C T. I.

THIS is the most frequented and the best Passage for ships coming from the North Part of *Hispaniola*, when they take their departure from *Cape François*. The direct course is N. $\frac{1}{2}$ W. 32 leagues, which carries them to the *Little or West Cayco*, the South Point of which is in lat. 21 deg. 35 min. N.; when you have brought that Point E. 5 or 6 miles from you, you may make a North course, or rather to the Eastward

ward of North, which will carry you about the same distance from the North or Blue Cayco. From thence, and when you have brought the N. W. Point of this Cayco S. E. 2 or 3 leagues, make a N. E. or N. E. by N. or even a N. course, 15 leagues, and it will carry you clear of this Passage. When you make a N. course it is better to haul more to the Eastward, for fear of the reef which runs five or six miles from the Eastern Point of Mayaguana, which is the more dangerous, as the winds and currents thereabouts set generally to the Westward.

Although I have said a N. $\frac{3}{4}$ W. course from Cape François carries you up to the Little Cayco, it must be in fine weather; for it has happened that ships intending to go through that Passage, have made Little Hencaga, whether by their inattention, or from the currents. To make sure of being far enough to the windward, you should make your course good N. or N. by E. 25 or 26 leagues; and you will see the white water on the banks, which you may run along at the distance of a league without fear. On the edge of the bank is a little Island, called Sandy Key, which you may approach within that distance; then make a N. W. course, and four leagues from Sandy Key, you will see another named French Key: when it is North from you, steer W. by N. 12 leagues, which will bring you South, about 2 leagues from the Little Cayco; and being past this, you are to make a N. or N. by E. course as before directed.

SECT. II. Description of Caycos Bank, Sandy Key, and French Key.

THE Caycos Bank extends 22 leagues from East to West, and 19 leagues from North to South, being surrounded on the North by the Caycos. On this Bank are many little Islands or Keys. The South side is encompassed by reefs and rocks, in which are passages to get upon the reef. They are easily found along the reef by the white colour of the water, and by observing where it does not break. These white banks form several Points and windings, the Southernmost of which is in lat. 21 deg. 2 min. and bears North from the Grange (Monte Christo) about 21 leagues.* From this Southernmost Point, the white bank runs

* "In often running over from Monte Christo," says Mr. Bishop, "to the Caycos Bank, I always made the distance 20 or 21 leagues; whence I infer that the South side of the Caycos Bank lies in lat. 21 deg. 5 min. Upon the edge of the reef are several dry patches of rocks; but the key is a good way in upon the Bank: and when you come past the said patches of rocks, the Bank inclines to the N. and N. N. W. distance 8 or 9 leagues. Then you pass by a key which is pretty bold to, but joined to the main key by a reef, the North side of which is the going into the South Harbour. This Key is called Little Caycos Key, and lies in lat. 21 deg. 22 min. from which you haul up N. N. E. and then run along by

runs N. N. W. 8 leagues; then you will find a little Key, which is but 40 paces long, of a soft sand, and even with the water, this is *Sandy Key*; you may stand towards the N. W. and N. part of it; there are soundings in 10, 9, and 8 fathoms from half cannon shot, almost on shore: the reef begins at the South part of it, and runs near a league S. by E.

From *Sandy Key* to *French Key* is N. N. W. about 4 leagues. This may be depended on, the bearings having been exactly taken. From *French Key*, the reef winds away considerably to the Northward, and forms a hollow reaching to *Sandy Key*.

When you are S. by E. one league from *Sandy Key*, the white bank turns to the S. E. but the reef ends on the borders of the bank, and is from 8 to 5 fathoms deep, and from that immediately you will have 2 fathoms. Another important remark is, that when the king's frigate, *Emerald*, in 1753, plied a whole night off and on the *French Key*, she did not find that the currents had any effect upon the ship.

SECT. III. (1st Part) Description of the West, or Little Cayco; and Directions for the Anchorages.

FROM *French Key* to the South Point of the *Little Cayco*, is $7\frac{1}{2}$ leagues, and they are W. N. W. and E. S. E. from one another.

According to the survey, made with great care, the White Bank and the reef continue between these two *Caycos*. You may run along them very near in 10 fathoms, and you will see the openings in the reef, through which the small vessels go in upon the Bank.

The reef, which borders the White Bank, from the *Little Cayco* to *French Key*, begins one league East from the former, and it always breaks. You may stand very near it, coming from the sea; but if you are upon the Bank, you must take great care, for $\frac{1}{2}$ a mile within you will find but 3 fathoms water, and in getting nearer, it shoals very quickly. Here is a good deal of swell, it being open to the breezes; the bottom is sand and good holding ground. The *Eagle* bark was two days at anchor here, in 1733, in 5 fathoms water, taking the bearings and soundings, with the South Point of the *Little Cayco*, S. W. by W. one mile and a half, while the North East Point bore N. by E. 4 or 5 miles: the Point of the reef S. and the Southernmost Point of the *North Cayco* N. E. by E.. It is better to be not so far on the bank, and more towards the land, for the sea rises and falls here 2 feet, which was then unknown to her. The bark struck in

" a narrow Key, 5 or 6 leagues, whence it rounds up more to the Eastward:

" here is a place for anchoring, and small craft can go in, but the Northernmost

" part of the Bank and reef runs up as far as lat. 22 deg. 5 min. N.

These directions are very imperfect, and the lat. of the *Little Cayco* absolutely false.

the

the night, and was obliged to shift her birth. In going out, she observed that the South Point of the *Caycos* and the reef were E. and W. about a league distant.

The *Little Cayco* runs N. N. E. and S. S. W. about 7 miles, being its whole length: in the *Passage* it is N. by S. about 4 or 5 miles. The N. W. Point seems to be the end of the Island, because the White Bank borders it, and the rest runs to the N. E.

The Bank, which is about a cable's length wide at the anchorage of the N. W. Point, continues to run to the Southward, following the windings of the coast (from which it does not extend above a pistol-shot) as far as the South Point, where it forms a kind of spit $\frac{3}{4}$ of a mile off. You may anchor all along the *Cayco*; there is 4 or 5 fathoms water, close to the land, but it is an hard bottom, and too near the shore. At the N. E. Point is a bank of rocks, extending to the N. E. near a mile, on which the sea breaks; you have 2 and 3 fathoms close to it.

The length of the *Little Cayco* has been measured in a boat, in a fresh breeze, and smooth water; the log hove frequently, and there was not any difference in the going and coming back, therefore it is probably very exact. This Island is low land, whose border is of sharp stones, which resound like a bell: it is the worst ground which can be seen; there are neither Salt Ponds, Savannas, nor Fresh Water. On the North Side, about 200 paces from the shore, there grow in the sand a few *Lataniars*, which denote always a bad ground: the inland parts are covered with trees or bushes; the trees are smaller than those of the *North Cayco*, and on the West Side, are all grubby; the bushes grow on sandy stones. In the middle of the Island you find some *Gum Trees*, which perfume the air, *Brasiletto Wood*, and *Black Candle Trees*. There are some Ponds with brackish water; but as rain is not uncommon here, people who should have the misfortune to be cast away on the *Little Cayco*, would obtain fresh water; there is also plenty of *Wood Pigeons*, *Doves*, *Parrots*, and *Teals* which are fatter and of a better taste than any where else; some *Turtle*, with *Shell Fish*, *Crabs*, &c. and a great many *Lizards*.

By a good observation, the latitude of the N. W. Point is 21 deg. 43 min. N.; you may run along the South Side, very close to it, upon the White Bank, in 5 or 6 fathoms, and no reef. When that Point bears N. you have a full view of all the *Caycos Bank*; and the *Cayco Land* runs E. N. E. pretty high. This elbow, which is about 4 or 5 miles, is a shelter against the North, for there is 5 or 6 fathoms water close to the breakers, which are very near the land.

Although the West Side of the *Little Cayco* is quite clear of rocks, and there are 6 or 8 fathoms within musquet shot of the shore, so that you may anchor there; yet the best place to anchor (and which is most known) is under the N. W. Point, rather within it, in 8 fathoms, sandy bottom; there you are sheltered from the Easterly breezes. It is prudent, however, to have another anchor S. by W. in 14 fathoms, clear ground: this precaution will secure you against a sudden Westerly

terly wind, and, by that, in case it should continue, you get easier under way.

The North Side of the *Little Cayco* is covered by a reef, beginning at the N. W. Point and stretching to the Westward, then to the Northward, as far as the *Great Cayco*: this reef is the only difficulty in the *Passage*. It is four leagues from the N. W. Point of the *Little Cayco* to the W. Point of the *Great Cayco*; and the reef runs all along that space; that is, as far as the Western Point of the *Great Cayco*, which is about $2\frac{1}{2}$ miles distant from the N. W. Point of the Island; to the Southward of this last Point is *Canoe's Cove* (*L'Ance au Canot*), the only good anchorage in this Western part, of which we shall speak hereafter.

On the West Side of the reef, there is a *little Key*, bearing North-Westerly from the North part of the *Cayco*; it is very low, and has a reef on its North part. Many ships have been lost on it, by its having not been laid down in any chart; for after their running along the West Side of the *West Cayco*, they have hauled to the Eastward for the *Great Cayco*: whereas, when you have run along the former, at about a league, you should make a N. by W. course, to give a birth to the *Little Key*, and the reef which stretches to the Northward of it.

To the Southward of the Island, between that and the reef, is a *Passage* about $1\frac{1}{2}$ mile, to go up to the Bank; without, the Island is 10, 8, and 6 fathoms; in the middle 4 fathoms; and within it 3, but then you immediately come into 2 fathoms.

From *Sandy Key* the reef runs N. N. E. 2 leagues, being bordered with white water, on which you have 10 fathoms within musquet shot of the reef that joins the N. W. part of the *Great Cayco*, a little to the Southward of *Canoe's Cove*.

SECT. III. (2d Part) Particular Observations on the *Little Cayco*, &c. from the *Journal* of the *Emerald*.

"BEING at noon, with the *Hope*, a small vessel, off the S. W. Point of the *Little* or *West Cayco*, a mile from it, we ran along the West Side at that distance, and then made the *Hope* anchor in 7 fathoms, hard sand, within half a cable's length of the N. W. Point. Seeing that vessel drove, the Bank being very steep and narrow, and the weather inclined to be squally, we preferred to keep under sail, and made several trips, keeping well in with the land, at one mile distance. Along the reef, on the West Side, we landed very easily, in some hollow places, filled with sand, and made by the sea in the sandy stones which compose the Island: opposite these holes about $\frac{3}{4}$ of a mile from the N. W. Point is the best anchoring.

"We set all the points and roundings of this Island, the *Little Key*,

“ as well as the reefs, which run 2 leagues to the Northward, and the
 “ South East Point of the *Great Cayco*, which we had found 17
 “ leagues long. From our several courses and bearings, we concluded
 “ the *Little Cayco* to be a triangle; the West Side of which runs N.
 “ by E. and S. by W. about 5 miles and a half. On this side is
 “ the anchoring, sheltered from the Trade Winds: nearer the N.
 “ part (which is nothing but a steep border of sand), a cable’s length,
 “ you anchor at about a pistol shot from the shore, in 8 fathoms; two
 “ ships lengths, there is 15 fathoms; and half a cable’s length farther,
 “ there was no ground under the ship. If you wanted to stay there,
 “ the best way would be to have the outer anchor in 15 fathoms wa-
 “ ter, and carry another on shore. There is no swell in the E. N. E.
 “ and E. S. E. breezes, however hard they may blow.

“ The North Side of the Island has two sandy Bays; that which
 “ begins at the N. W. Point, runs about N. E. by E. 5 miles, where
 “ it ends at a Point stretching out to the northward. From this
 “ Point, upon which we went, you descry another Bay, extending
 “ rather upon a straight line to the E. N. E. All this part is covered
 “ by rocks, shoals, and a *Little Key*, and may be 2 leagues in length.

SECT. IV. (1st Part) Description of the Great Cayco.

THIS *Cayco* is composed of two narrow Islands, extending circularly above 30 leagues, and separated only by small creeks, on which there is not more than 2 feet water. The S. W. Point of the Western Island, or *Northern Cayco*, which is very small, is called *Cape Mongon*,* it lies in lat. 21 deg. 45 min. N. E. by N. $4\frac{1}{2}$ miles from the North Point of the *Little Cayco*.

From *Cape Mongon*, the coast runs due North 2 long leagues, making several Bays, of which we shall speak hereafter.

From the N. W. Point, to another which runs to the Northward, the coast is remarkable for three little Islands, called the 3 *Marys*, which are N. E. by E. 5 leagues from the North Point. The coast between forms a Bay near 2 leagues deep, with some very narrow passages to the interior part of the Bank; this is called *L’ance à l’Eau*, or *Water Cove*.

From the three Islands the coast stretches E. by N. near 4 leagues, to a Point with 3 rocks close to it, which are above water, and a reef all the way, without any apparent passage. This Point is called *Ba-*

* The French, being the first who have explored and surveyed the *Cayco*, they have given the several parts of these Islands names which we must adopt, till they have English ones.

tellerie, and there the Island is not much more than $1\frac{1}{2}$ mile broad, from the South Coast, making a Bay 2 leagues deep. From *Three Rocks Point* to another which is the Northernmost of the Island, the coast runs East and West, making a little curve, covered also by the reef. The Northernmost Point, which is pretty high and remarkable, lies in lat. 22 deg. 17 min. and is called *Parroket Point*.

From this to another, named *Bluau*, the distance is 2 leagues S.S.E. between the two is a Cove, about $\frac{1}{2}$ a league deep, with several Islands, near which you may anchor in 6 fathoms; there is a Passage in the reef, and you are sheltered from the W.—S.—and S. E. winds: *Bluau* is a bluff Point, making a kind of Cape, from which to the Easternmost Point of the Island, called *Cape Carvel*, or *Cape Comet*, is S. E. 6 leagues. Between them, though the coast is low, you will see some sand hills, and it appears covered with bushes, among which is here and there a little tree. You must not come nearer than 3 leagues to *Cape Carvel*, on account of a bank of rocks, N. E. by E. 6 or 7 miles from it. This Bank is named by some the *Carvel*, by others *St. Philip's Rock*. Off *Cape Carvel*, the reef, which surrounds the Island, runs to the N. E. near 3 miles, to a Point called *Brise-tout*, or *Break-all Point*. Between this and the *Carvel*, is a passage 3 miles wide, with 5, 6, and 8 fathoms; you may anchor in this last depth, but nearer to the *Carvel* than to *Breakall Point*, which has 9 fathoms close to the rocks. To the East and South of the *Carvel*, you will have 4 fathoms; however it is better to avoid this place, if possible.

From *Cape Carvel* to the *South Point* of the Island, the coast runs South 8 leagues, with several Bays between; all bordered by the reef, along which is a narrow white sand, with 10 or 12 fathoms, within musquet shot of the rocks. This *South Point* is in lat. 20 deg. 27 min. the reef ends there, but the Bank continues to the S. S. W. and afterwards W. S. W.

The ground of the *Great Cayco* is not of the same nature as that of the Islands already described: it is higher, more covered with woods, and though a little dry and stony, appears more proper for cultivation. The whole coast is covered with trees, but none of them seems to be fit for timber; among them grows the *Brailetto Wood*. Round *Canoe's Cove* the land is tolerably good, though it produces nothing but small trees, and grass in the covered places: *Potatoes* and other roots have succeeded well near this Cove, where you meet with several Lagoons, the water of which is drinkable in a case of necessity. There are some *Hogs* in the Island, and some *Wild Dogs*, which probably have come from some vessel which has been wrecked there: you find also *Parrots*, *Wood Pigeons*, and *Teals*. The *Turtle* is common, but chiefly of the *Loggerhead Kind*. There is also plenty of *Fish*, which you catch with the line; the kinds are the same as in the other Islands, but they are larger and in greater plenty.

SECT. IV. (2d Part) L'Ance du Canot, or Canoe's Cove.

THIS little Bay is on the West Side of the *North*, or *Blue Cayco*, and may be of great use, as there is water enough for all sorts of ships, which are sheltered from the Norths, which you should always guard against in this *Passage*. The largest ships may anchor in 6 or 7 fathoms, on a sandy bottom, looking out for a clear ground, as here and there you will find it rocky. You are sheltered from the N. to the E. and to the S. E. by S.; the anchoring is within the West Point, which you bring to bear N. taking care not to come near the reef which runs round this Point for $\frac{1}{4}$ of a league: the reef ends there, and does not begin again till near two miles further to leeward; then it must bear S. by W. from you.

From the North West Point of the *Little Cayco* to this Cove is N. N. W. 4 leagues; but you must make a more Westerly course, on account of the reef, and the Little Key already spoken of.

SECT. IV. (3d Part) L'Ance à l'Eau, or Water Cove, and Pines Key.

WHEN you have got round the N.W. Point of the *Blue Cayco*, the Coast turns East,—E. N. E.—and N. E. and forms a Bight, the two Points of which are 5 leagues asunder; between them is *Water Cove* and *Pines Key*. There is a *Passage* in the reef which runs along this coast, through which the *Emerald* went in 1753, and anchored in the Cove, where she remained six days; she took a survey of the place, the lat. of which, 21 deg. 51 min. as well as the soundings, may be depended on.

Water Cove is much resorted to by the English, as it is an excellent place for Privateers to annoy ships going through this *Passage*. It is easily found; for about a league S. W. from the *Three Rocks* above water before mentioned, the coast makes a great elbow which comes to a Point, and from thence goes back almost out of sight: besides there appears a great space of white water, between the reef and the land, so that you cannot miss it: you have only to look out for the *Passage* through the reef into the Bay, which is not as easily found, as there is no mark on the land to direct you, and that the two little Creeks, marked in the plan, may escape the observation of any body who has not been there before. The best and safest method is to send a boat to lie on the lee end of the opening, through the reef, and to keep your

lead going, because you must work in; and by the shoaling of the water you will know when to go about.

You may come close to the reef, for it is bold to, and then you will see a space of two cables lengths which does not break; there the Passage is, which lies S. E. and N. W.; at first you will have deep water, but when you have shoaled to 3 fathoms, you are then within the reef. It is necessary to observe that *Pines Key* has a small opening at each end, which separates it from the other land: the opening to the Eastward is called the *East Creek*, and that to the South, the *South Creek*; you will find them of great use, for when you open one, and shut in the other, it is time to go about. A ship which draws more than 14 feet water, might anchor in the Passage; and indeed vessels of less draught must anchor as soon as they can within the reef, for it is but shoal any further in. The landing place is at the S. S. E. part of *Pines Key*.

N. B. At this anchoring, you are sheltered from the N. E. to the S. S. W. passing by the E.

SECT. IV. (4th Part) *Pines Key.*

THIS Key which lies N. E. and S. W. is about 2300 yards wide; the land is low and very sandy; it is not sheltered against the Easterly winds, which are continually beating the Pines, in such a manner that those near the shore are all dried, and torn up by the roots, and those of the middle of the Island succeed but very poorly: none of these trees are above the size of the top-gallant mast of a 50 gun ship. The *Wood Pigeons* are pretty numerous on this Island, and you find many *Turtles Eggs*; but the greatest advantage of *Pines Key* is a great Lagoon of fresh water, sufficient for fifty ships; it is very drinkable, and not far from the beach.

The bottom is too white near the land, and in the Cove, for you to catch large fish with the seine; but you must go in a boat on the edge of the reef without; and you will succeed still better, if you sail over, with your lines afloat.

From the East Part of *Pines Key* you may descry all the Islands and Keys, which are scattered within the *Caycos*, from N. to S. E.

SECT. IV. (5th Part) *Additional Remarks on the Carvel, or St. Philip's Rocks; and the Creat Cayco, from the Journal of the Hope, in 1753.*

" HAVING taken our departure from the Northernmost of the
 " *Jarks Islands*, we found a Bank of rocks 4 leagues $\frac{1}{2}$ from it, which
 " shew

" shew themselves; so that by this the *Turks Island Passage* is reduced to be only 4 or 4½ leagues wide.*

" This Bank called *St. Philip's Rocks*, is from E. N. E. to N. E. from *Cape Carvel*, scarce 2 leagues, the sea always breaking upon them. They are very narrow, but have about a mile and a half in lengths, and lie S. E. and N. W. You may go within less than half a mile on either side, there being 4 fathoms, within 2 cables lengths, all along them. There is a Passage full 4 miles wide between the Rocks and the *Great Cayco*, in which you will find 8, 9, and 10 fathoms; but you must keep nearer the Bank than *Cape Carvel*; because there is a reef which runs from the latter to the N. E. for a mile and a half: and at the end of this reef are some rocks, (*Breakall Point*) between which and the land there is no Passage.

" Having sailed between *St. Philip's Rocks* and the *Great Cayco*, we ran along, and reckoned it lay W. by N. about 16 † or 17 leagues long: this is what has been laid down as several Islands; indeed at a distance it appears so, and people seldom come near it for fear of the reef, which runs all the length of the *Cayco*, between 2 or 3 miles off, without including some Points which are further off.

" Continuing along the Island (having an Englishman for a Pilot from *Turks Islands*) we found a Passage through the reef, and good anchorage in 2 fathoms water; near to which was a Pond of fresh water. This place may be known by a clump of trees, pretty high, and looking like Pines.‡

" In leaving this place we had a Point to get round, which bore from us S. W. by W. stretching 4 miles ½, with a reef 1½ mile without; it was near 3 leagues from where we anchored. Having doubled this Point, abreast of which we found 9 and 10 fathoms, rocky ground, we hauled up S. S. W. for 2 miles, and then let go our anchor in 5 fathoms, sandy ground, but rocky round us, in a Bay, the North Point of which bore N. one mile ½, and the South Point bore S. by W. 2 leagues. Afterwards we stood out again N. N. E. one mile. When we were at anchor, we could see the reef extending to the S. W. about 3 leagues, which appears to run off from the Southernmost Point; this is what is to be feared in going through the *Caycos Passage***, and which makes it necessary to go away N. and N. N. E. even after you have got round the *West Cayco*.

* There must be a mistake here, the Bank being 10 leagues N. W. 3 deg. N. from the *Grand Turk*, and the Passage near 8 leagues broad.—See below the Directions for *Turks Islands Passage*. Sect. I.

† This is to be understood of the North Coast only, between the N. E. Point of the *Cayco* and its N. Point; and not of the whole extent, since the East Side is 7 or 8 leagues long, and the West Side 8 or 9 N. E. and S. W.

‡ This anchorage appears to be the same with *Water Cove*, already described in the 5th Part of Section IV.

** This means the Point of the reef, with the Little Key, running to the West, mentioned as very dangerous at the end of the 1st Part of Section III.

“ From this place, where we anchored, we saw the North Point of
“ the *West Cayco*, bearing S. W. by S. 5 deg. W. distance about 5
“ leagues. Having weighed the next day, we made a W. S. W.
“ course 2 leagues and a half, to get round the reef, and saw a little
“ sandy Key, which seemed to join it. Being at the Point of the
“ reef, and about 2 cables lengths from it, in white water, in 6 fa-
“ thoms, we saw the Westernmost Point of the *West Cayco*, bearing
“ S. by W. 5 deg. W. distance $2\frac{1}{2}$ leagues: we then immediately went
“ in upon the Bank in 3 or 4 fathoms; it soon after falling calm, we
“ anchored in 3 fathoms, about 3 miles from the South end of the
“ *Blue Cayco*, which some call *Cape Mongon*, the little Key bearing
“ W. 5 deg. N. about 2 leagues from us. From thence we saw two
“ very small vessels at anchor nearer the Point: we observed that the
“ Great Island was not in some places above a league broad. We
“ found currents setting different ways, which are the ebb and flood;
“ but after some time, finding one favourable, we weighed, and three
“ hours after, anchored again in $2\frac{1}{2}$ fathoms, the South End of the
“ *Blue Cayco* bearing W. by N. 4 deg. N. about 3 miles. We weigh-
“ ed the next day, when the currents setting to the Eastward, and
“ having made an E. 5 deg. N. course, about 8 leagues, we touched,
“ having only 6 feet water: we tacked, made two or three trips, and
“ had 9 feet water; but not caring to go further on the Bank to the
“ Eastward, we steered W. S. W. 4 deg. W. true course, to get off
“ the Bank; and having a S. S. W. course corrected, we went off the
“ white water in $3\frac{1}{2}$ and 4 fathoms.”

A T A B L E

Of the Courses, Distances, and Latitudes

Between Hispaniola, Heneaga, the Caycos, and the Islands betwixt the Caycos and Crooked Island.

Names of Places.	Courses.	Dist.	Latitudes.
From Nicholas Mole to the <i>West End of</i> <i>Tortudas</i> - - -	N.E. by E. 3 deg. E.	leag. 11	deg. min. 20 6
From the <i>West End of</i> <i>Tortudas</i> to the <i>East End of</i> <i>Heneaga</i> - - -	N. $\frac{1}{2}$ W.	26	
to <i>Little Heneaga</i> -	N. $\frac{1}{4}$ W.	29	
to the <i>Little, or</i> <i>West Cayco</i> - -	N. by E. $\frac{1}{4}$ E.	31	South Point } 21 35
From <i>Little Heneaga</i> to the <i>Little Cayco</i>	W. by S.	10	
From the <i>Hogsties</i> to <i>Flat Islands, or</i> <i>French Keys</i> - -	N. by E. $\frac{1}{2}$ E.	20	22 43
From <i>Atwood's Key</i> to <i>Mayaguana</i> - -	S. E. by E.	18	W. Point } 22 42 S. E. Point } 22 28
From <i>French Keys</i> to the <i>South Point</i> of <i>Little Cayco</i> -	W. N. W.	7	
From <i>Sandy Key</i> to <i>French Key</i> - -	N. N. W.	4	
From <i>Cape François</i> to the <i>Little Cayco</i>	N. $\frac{3}{4}$ W.	32	
From <i>Monte Christo</i> to the <i>South Point</i> of the <i>Caycos</i> <i>Bank</i> - - - - -	N.	18	21 2

Directions

Directions for Turks Islands Passage; translated from the French.

S E C T. I.

THIS *Passage* is the nearest, shortest, and least dangerous of any, for ships going from *Hispaniola*; but in general the winds will not allow to make it, even from *Cape François*, or *Port Dauphin*, although they are the nearest ports; the winds being commonly easterly, it is difficult to fetch *Sand Key*, the southernmost of the *Turks Islands*, and which you must make, that you may be sure of the *Passage*; for without seeing it you run a great risk of getting upon the reefs and shoals of the *Caycos Bank*, which are not thoroughly known.

When you take your departure from *Cape François*, if the wind will permit you, make a N. E. course about 30 leagues; you will then be in latitude 21 deg. 2 min. and in sight of the *Turks Islands*.

Sand Key makes the entrance of this *Passage* from the South, and it is very necessary to make it, and to get within a league or two of it; you may pass by it at that distance, and you will then make the second of those islands, called, *Little Salt Key*, (*Little Turk*) a N. N. E. course will carry you along it, at the same distance you passed the other; it is about 4 miles and a half long. Continuing the same course you will see *Great Salt Key* (*Grand-Turk*), which is scarce 3 leagues from the little one. This is the last island in the *Passage*, and you may keep about the same distance from this as you did from the others. When you have brought its Northernmost Point to bear S. E. 2 leagues, you are clear of every thing, even of the Bank of rocks which lie off the N. E. Point of the *Great Cayco*, as also of the rocks which are off the North Point of the *Great Salt Key*.

The *Carvel*, and its Bank, lie from the North Point of the *Great Salt Key*, N. W. 3 deg. N. distance 10 leagues: so that if you make a N. N. E. course from that Key, you will clear enough. You might indeed go clear with a north course, but it is advisable to keep to the eastward of North, till you have passed the latitude of the Bank, which is 21 deg. 55 min. N. Another advantage of this *Passage*, is, that the distance between the *Turks Islands* and the *Caycos Bank* is 7 leagues wide, and not more than 10 leagues long; and that you might even stand to the western part of the Bank by your lead into 10 or 8 fathoms water. However, it is best to give that side and the

the *Turks Islands* a birth of 5 or 6 miles, till you have brought the northernmost of these islands to bear S. E *.

SECT. II. (1st Part). Description of Sand Key.

THIS Key is the first of the *Turks Islands*, which you make in sailing through that *Passage*, is N. N. E. 3 deg. N. distance 27 leagues from *Monte Christo*, though some do not make it quite so much. Its latitude, as observed on shore by an able pilot, is 21 deg. 6 min. and is within 4 minutes of that observed by an officer of the *Royal Navy*, who found 21 deg. 10 min. 30 sec.

Sand Key is one mile long, and in fine weather, may be seen 3 leagues off; when you are to the southward of it, you would take it for two islands, its middle part being a low drowned land. On the west side is 7 or 8 fathoms, upon the Bank, which borders the Key at the distance of $\frac{1}{2}$ of a league, and joins a reef that comes a mile off from the North Point of it.

The South Point has, at about 2 cables lengths, two rocks close to each other, by which it may be known; but to have them open and clear of the land, you must not be far off, nor bring them to the westward of N. W.

The most certain mark by which you may know *Sand Key*, is that from the N. E. to the W. N. W. you will see no other island, and the sand upon it is quite white in the sun. The anchorage is easily known by the white water, from 6 to 4 fathoms within swivel shot of it; but ships which draw much water must anchor about half a mile off, bringing the South Point to bear S. E. and the middle of it from E. to E. by N.; the north rocks there cover you as far as N. N. E. and you may easily get under way with any wind, as the Norths, which are most to be feared, only blow along the coasts; so that the west side may be reckoned a good road-sted. A ship which may, by some accident, have been prevented from sailing through the *Passage*, would find good shelter here, and might without difficulty wait for a more favourable wind. The reef, on the north part of the Key, runs from it North, a little Westerly, a long mile, when it makes a little hook to the S. W. but it breaks every where, and within pistol shot there is 8 fathoms; though you must not come so near on the other parts of the Island, for here and there are some rocks which have only 2 fathoms water on them.

* *N. B.* You are not to approach the *Caycos* side without great caution, on account of the *Swimmer*, a dangerous shoal which lies in that *Passage*; it has been discovered, some years ago, by Mr. Cooper, master of the vessel *Speedwell*, and bears from *Grand Turk* island S. W. by W. distance 7 leagues, and from the *Grand Cayco* S. E. by E. distance 5 leagues.

The east side of *Sand Key* has high breakers quite to the shore; at the end of the reef to the northward, the Bank continues, and goes away to the eastward, when it bends to join that which runs from the *Little* to the *Grand Turk*. You might, in a case of necessity, let go an anchor to the eastward, but that case seldom happens.

Sand Key is extremely low and barren, being burnt by the sun, and continually beaten by the winds, and the sea; it produces only some small bushes. There are very large *Lizards* and *Rats* in the south part, with a great quantity of sea birds of various kinds, among which the *Eagles* are very dexterous at catching the *Flying Fish*. You may catch with the line several kinds of fish round the island. There is no fresh water to be had.

SECT. II. (2d Part). *Remarks upon Sand Key made on board the Emerald, a French Frigate, in 1753.*

SAND KEY may be seen about 3 leagues; it makes at first like three islands, being formed of two little hillocks, and a rock, known by the name of the *Split Rock*, though there is water knee deep between it and the Key. This Rock serves you to know *Sand Key*, over which, it is probable, that the sea breaks in all the Norths, and other impetuous winds, for it is very low; you may easily land upon it under the hillock, where there was formerly a pyramid.

This Key is scarce more than 1300 geometrical paces (of 5 feet each) long. From the South End a reef runs off $\frac{3}{4}$ of a mile S. and S. by W. at the end of which are three rocks which always break and shew themselves. The hillock on the south part, is joined to that of the middle part, by a low land which looks like a *Savanna*, and from that to the West Point, the land is also very low and even; you cannot land here, nor must you anchor near this part: but towards the South where all the dangers shew themselves. From the N. W. Point is a reef to the N. by W. N. N. W. more than two miles; and about a swivel shot from the end of this reef is a large rock always above water $\frac{3}{4}$ of a mile, from which you have 6 fathoms rocky ground. You cannot land at the east side which is surrounded with rocks. The anchorage may be made very convenient, by carrying an anchor with two or three hawsers to the westward; and then you would clear the Island with every wind. But in the months of May and June you had better anchor about a mile, or a mile and a half off, to be less exposed to the swell sent in by the S. E. breeze, which is generally violent.

As *Sand Key* is at the angle of the *Turks Islands*, and the *Square Handkerchief*, or *Abrejos*, it is necessary to make it to go through either of

of them; if you should fetch it within $\frac{1}{2}$ a league of its South End, you would be too far to leeward to go through the *Square Handkerchief Passage*. A white pyramid, 6 or 7 fathoms high, would be of great use on the south part, as you could not then make any mistake, which frequently happens now: perhaps stone might be found on the spot; but it would be very easy for the vessels which go from *Port Dauphin* to these islands, to carry it there*.

SECT. III. Description of Little Salt Key, or Little Turk.

WHEN you leave *Sand Key*, and steer for *Little Salt Key*, you must make a North course along the reef, which runs off more than one mile, on these bearings from you; you may come almost within stone-throw of it, for at that distance there is 8 fathoms. Having got round the head of it, you are to make a N. N. E. course to the *Little Turk*, which you may then see; and you will lose the soundings, as soon as you have brought the reef any thing to the southward of you. It is 2 leagues from the reef to the S. W. Point of the *Little Salt Key*, near which you may anchor, but the Bank is very steep; for when your anchor is gone in 5 fathoms, within musquet shot of the shore, you will find the ship in 20 fathoms, and no ground, a very little way astern. The anchorage towards the north part (where there is a cross) is not better: you bring one Point N. N. E. or N. E. by N. and the other Point S. by W. or S. S. W. you must look for clear ground, or you will have your cable cut with the rocks. These places are only when the trade wind is settled, for you must not be caught here with any other.

Little Salt Key is N. by E. from *Sand Key*, and lies N. by E. like the two others; it is of a triangular form, its greatest length being something more than 3 miles; it is higher than *Sand Key*, and you will see here and there, some little risings, or hillocks, and a great many bushes and small trees fit only for fire-wood. A few *Gum Trees* grow in the north part, with some small *Cotton Trees*, sufficient to make one believe that they would grow very well, if they were properly cultivated. The ground is nothing but sand at a great depth; there are but few spots fit for the cultivation of *Mayze* or *Millet*.

* Soon after the late peace, *Count D'Esling*, being Governor of St. Domingo, that nobleman erected a pyramid, or sea mark, on *Sand Key*, and gave it the name of *Pbare-Choiseul*, in honour of the illustrious minister of that name, then at the head of the French Marine. This pyramid was scarcely erected, when the English levelled it with the ground.

In 1753, there were 10 or 12 English people upon it gathering salt, which was made without any trouble, of a prodigious whiteness. This salt is only made use of for daily consumption; but many people think it would do as well to salt meat: about 10 or 12000 quarters are gathered annually in a single Salt Pond about 4000 yards in circuit.

The *Little Turk* has no other fresh water but the rain water found in the hollow of the rocks, and which would be sufficient for a greater number of inhabitants. The *Salt-rakers* live upon *Lizards**, which are large and in great quantity; they make cakes of *Mayze*, or a pap of it, in which they boil the *Lizards*. There are also plenty of large *Land Crabs*, which are well tasted, and have never hurt any body, though they have been eaten to excess. They have few birds on the island, except the *Flamengos*, which are not common nor easy to catch; their flesh is oily, their fat red, and the taste insipid; but with salt and *pimento*, the *Rakers* make a dainty dish of that bird. Shell-fish is found in great quantity round the island, as well as several species of fish, and among them some of excellent taste; but you can catch them only with a line.

This island has been exactly surveyed, and its latitude, determined by astronomical observations, was found to be 21 deg. 20 min. N.

SECT. IV. (1st Part.) Description of the Great Salt Key, or Grand Turk.

WHEN you have got up to the North Point of the *Little Salt Key*, you will see the *Great Key* bearing N. N. E. 2 leagues $\frac{1}{2}$; as soon as you are clear of the reefs which run off from the *Little Turk* two cables lengths, the Bank continues from this N. E. by N. to the South Point of the *Great Key*, for which you should make a N. N. E. course, though you might run along the west edge of the Bank in 4 fathoms, or might indeed anchor upon it, as you would be sheltered from the Trade Wind by the Bank and its Keys. You must, however, take care in steering N. E. of a reef which runs off from *Cotton Key* W. by N. seldom shewing itself in moderate weather, and stretching as far as the South Point of the *Great Salt Key*.

If you mean to anchor on the west side, which is pretty much like to that at *Little Salt Key*, (though not so good as at *Sand Key*), you had better keep along the Bank, for fear of getting too far to the lee-

* These *Lizards* are a species of *Iguanas*, the flesh of which is a most pernicious food to people infected with the venereal disease; it not only irritates the evil to surprising degree, but even revives it when it seems totally cured.

ward, and haul in west from an hillock, which may be plainly distinguished; when near in, the Bank is very steep, and looks shoal; but you will find 4 or 5 fathoms water very close to the land. You must, however, stand in only upon a white water, till you bring *English Point* E. by N.; off that are some breakers quite close to the shore, and there is shoal water; when the beforementioned hillock bears E. by S. you may anchor within $\frac{1}{2}$ a cable's length of the island, looking out for clear ground; *English Point* will then bear North, and the South Point S. E. your anchor will be in 4 or 5 fathoms, the ship in 9 or 10, and her stern in 20, 25, or perhaps no ground to be found. It will be prudent in staying here to observe when the Trade Wind dies, for you have very little room to turn; you should also always buoy your cables, for the sandy bottom is full of large stones, among which you often lose your cables and anchors.

The vessels which load salt, generally anchor to the northward of *English Point*, that being nearer to the *Salt Pond*; but neither the shelter nor the ground are so good as at the other place. No passage is to be found to the southward of this island, but for a boat, as there is a reef which is a branch of that which surrounds the weather side of these Keys and Banks.

The *Great Salt Key* has the best ground of the three islands; it is covered with grass fit for cattle, and in several places, might be cultivated. The trees, though higher than those of *Little Salt Key*, are only fit for fire-wood. Here are *Snipes*, *Ortolans*, *Ducks*, and many Sea Birds, and some *Doves*. You have also *Lobsters*, many large *Land Crabs*, and several kinds of Shell-fish. The sea abounds with fish, which you may catch with the line or with the seine: the species are the same as those round the other Keys, but more numerous, and among them is the *Mullet*, one of the best fish in the *West Indies*.

Of the two *Salt Ponds* which are on the Key, one only furnishes salt; it is about 4200 yards wide, and its middling breadth above 200. It produces three times as much as the Pond of *Little Salt Key*; but the grain of the salt is coarser, and not so bright as that of this last Key.

The latitude of the *Grand Turk*, by a very accurate astronomical observation, is 21 deg. 26 min. 42 sec.

S E C T. IV. (2d Part.) *Remarks on the rest of the Keys which are upon the Turks Islands Bank.*

TO windward of the *Turks Islands* (that is to say to the eastward) are several little barren Keys, which have been hitherto unknown, and most of them never laid down in any chart.—The northernmost of

these are three rocks called, *The Twins*; they lie $\frac{3}{4}$ of a mile East from the South Part of the *Great Salt Key*, and are very near together. S. E. one mile from these is *Pelican's Key*, lying North and South about $\frac{3}{4}$ of a mile long, and very narrow. *Bird Key*, which is larger, is about 2 miles and $\frac{1}{2}$ in the same line. A reef, with great breakers, runs from one to the other of these Keys, ending at another small one, called, *Breeches Key*, which has two rocks at the South End, and is close to the S. E. of *Bird Key*. To the southward of these you might come in upon the Bank, there being from 10 to 6 fathoms water. Between the N. E. Point of *Little Salt Key*, and *Bird Key*, is another called *Cotton Key*; it lies near South from the *Great Salt Key* about 4 miles $\frac{1}{2}$, and is the largest of all; it is quite barren, with here and there a small bush; but innumerable quantities of birds resort to this Key, chiefly *Toaroos*, whose number darken the air; they are not good to eat, but they may be of a great resource in the month of May, when they lay their eggs; you might in an hour's time fill several hog'sheads with eggs, which are equal in goodness to hens eggs. From the name of this Key, it might be expected that it produces a great deal of cotton, but it grows in a very small quantity, and of a very bad kind.

General Observations on Grand Turk Island, and Turks Islands Passage, coming from the Northward, made in the Sir Edward Hawke Schooner, in October 1770, by Captain Hester.

" WHEN bound to the *Old Riding Place* at the *Grand Turk*,
 " your eye must be your pilot, or you will come from no ground immediately into white water, when you must be very brisk in letting go your anchor, as it is very little more than $\frac{1}{2}$ of a mile from no ground to the beach, with not more than 4 or 5 feet water on it; and from the outer edge of the Bank to the reef, not above a cable's length distance. It is very rocky ground all in and about the anchorage. Bring the center of the highest hill you see in the Bay to bear E. than steer right for it, till you come into white water, and you will have $4\frac{1}{2}$ fathoms, white sand.

" From *October 6th.* to *October 9th.* the N. Point of the *Grand Turk* bore North, and the South Point S. E.; *Salt Key* S. by W. $\frac{1}{4}$ W.; the body of the town East; the extremes of ditto N. E. by E. to S. E. distance off shore $1\frac{1}{2}$ mile; distance of the reef $1\frac{1}{2}$ cable; depth of water at the anchor $\frac{1}{4}$ less than 7 fathoms; veered out to half a cable, then had 17 fathoms under the stern. The *Gaycos Key* from W. $\frac{1}{2}$ N. to N. W. by W. wind at E. by N.—latitude

" tude 21 deg. 28 min.; variation 6 deg. 40 min. E. Tides rise
 " and fall about 3 and 4 feet; a N. N. E. moon makes high water,
 " Currents very uncertain. The Autumnal Equinox subject to
 " North winds, and rain very variable; the Vernal Equinox to the
 " contrary.

" Wood may be cut with leave at *Grand Turk*; water is scarce
 " and very bad. They have no provisions; but turtle and fish may
 " be caught at times. The trade consists in salt, [with which they
 " now load about 200 vessels annually for America, and the adjacent
 " islands.

" Though I should not much recommend *Turks Islands Passage* in
 " coming from the South, looking upon it to be both tedious and
 " hazardous, yet I should prefer it coming from the northward to
 " the Passage by the *Caycos*.

" The North Point of the *Grand Turk*, lies in latitude 21 deg. 30
 " min. To make this island coming from the sea, run down in the pa-
 " rallel of 21 deg. 40 min. when you think you draw nigh them,
 " night coming on, and seeing nothing, stand off to the northward,
 " under an easy sail, endeavouring to be as near the same place at
 " day-light, as you was the preceding evening; but do not sail
 " farther to the westward than what you could see the night before,
 " and keep running down in the above latitude. It may so happen,
 " that you will be obliged to do the same thing the second night,
 " if not the third; but that depends on the justness of your reckon-
 " ing. You cannot well pass the *Turks Islands* in the latitude above-
 " said, without seeing them; likewise you would make the N. E.
 " part of the *Great Cayco*, which lies to the N. W. of the *Grand*
 " *Turk*. There is a reef which runs to the northward of him,
 " about two miles, but nothing but what is discernable. The course
 " through is S. S. W. 7 leagues; and then you are in the open
 " channel, between all the islands and the North side of *Hispaniola*,
 " and may shape your course as you please.

" It is true, the channel between the *Caycos* and *Mayaguana* is
 " wide; but when I consider the difficulties which will arise, from
 " thick, blowing, hazy weather, and night coming on; from your
 " being more in the stream and way of currents, between the reef
 " off the S. E. End of *Mayaguana*, and the back of the *Great*
 " *Cayco*; from the possibility of driving, or passing between them
 " without seeing them, &c. all this would make me give the pre-
 " ference to *Turk Passage*. In attempting the *Caycos Passage*, coming
 " from the northward you would not be able, at least it would not be
 " advisable, to run in the night, any more than in endeavouring
 " for the ether; and in case of a continuation of blowing hazy
 " weather, you might be puzzled, and at a loss how to be-
 " have, if, (which could very well happen) you was surpris'd
 " with the breach of the *Hogsties*. Whereas, by endeavouring
 " for the *Grand Turk Island*, though you should pass him, you
 " would be sure of making the *Great Cayco*, and then it should be

" but

“ but running down aback of him, and choose your channel and time,
 “ either to windward or leeward of *Heneaga*, having a known de-
 “ parture to go from.”

*Additional Observations on the Turks Islands Passage,
 coming from the Northward, made by Mr. Bishop,
 on board his Majesty's Ship the Sphinx, in 1755.*

“ THE first year of the present war, as we were sailing from
 “ *New York*, it was my intention to come in by the *West * Corcois*,
 “ (the Passage by which the French ships sail out) in hopes of inter-
 “ cepting them; and the Keys being low, we stood to the southward
 “ in the day time, but kept off to the northward with little sail du-
 “ ring the night. One evening seeing land, we tacked and stood off.
 “ The next morning we stood in for the land, which we found to be
 “ the northernmost Key of *Turks Islands*, when it appeared like sand
 “ hills, and a round rock detached from the North End of it, with
 “ a shoal that runs north off the rock about 3 miles; about noon we
 “ were abreast of it; and I found by observation, our latitude to be
 “ 21 deg. 47 min. N.; out of our main-top we could then see the
 “ Keys upon the *W. Corcois* †, one of which bore W. N. W. another
 “ W. and a third of a great length S. W.; my distance I judged
 “ to be about 4 leagues from the nearest, we then being 2 or 3
 “ miles to the westward of the Northern Key of *Turks Islands*, so
 “ we kept our course S. S. W.; as we passed the first great Key, we
 “ could see the vessels at anchor. Keeping still the same course, we
 “ passed the second and third Keys, and by our run I was satisfied
 “ that the southernmost Key ‡ lies in latitude 21 deg. 30 min. At
 “ the mast-head I could see the *Corcois Key* West Southerly, stretching
 “ to the S. W. From the last Key I made our course in the night
 “ S. by E. distance 11 leagues; and in the morning, being calm,
 “ I tried for a current, but found none; then from the mast-head I
 “ saw the high land to the eastward of *Monte Christo*, being S.
 “ by W.”

* The *Caycos* were very little known by the English at that time; and if he means the west, or *Little Cayco*, it appears by what follows, that *Mr. Bishop* took that Little Key for the largest of the Bank.

† The *Great Cayco Bank*.

‡ *Sand Key*; this latitude is erroneous. See above the Description of that Key, Sect. 11. part 1.

*Remarks on the Bank called, The Square Handkerchief,
or Abrejos *.*

S E C T. I.

THE *Square Handkerchief* had been almost unknown till 1753, when the French bark, the *Eagle*, sent to explore the *Passages* to the northward of *Hispaniola*, had occasion to make some observations upon this Bank of shoals and rocks. Having made the *Turks Islands*, she took her departure from *Sand Key*, and ran from thence S. E. 7 leagues, when she fell in with the breakers on the lee side of the *Square Handkerchief*, which were then about a mile and a half from her. She went along 3 leagues, and this part appeared to be N. and S. rounding to the eastward at both ends. The breeze was very strong, which prevented the bark getting to the eastward, to know how far the breakers went that way: but as she made a direct course, her run was short, and the situation of *Sand Key* being well known, it determines that North edge of the *Square Handkerchief* to be in latitude 21 deg. 5 min. and the South edge in 20 deg. 54 min. and the *Passage* between these dangers and the East side of *Turks Islands*, to be at least 7 leagues wide. As to the extent and circumference of the *Square Handkerchief*, they are quite unknown; but it is supposed to be a shoal bank, like the others, with little Keys scattered upon it, among which there may be shelter for small vessels.

S E C T. II. *Description of Silver Key, * or Phip's
Plate, &c. translated from the French.*

SILVER KEY is a Bank of large extent, with several little low islands, or sand Keys, almost even with the water, and rocks under

* Or *Open Your Eyes*.

† A Spanish galleon having been wrecked on this Key; and Mr. Phips making afterwards several attempts to fish out the dollars, was the origin of the name by which it is known.

water

water on which the sea breaks, but which have passages through them for small vessels to shelter themselves; it makes two banks, between which there is a deep channel; the largest, or *North Reef*, is properly *Silver Key*, or *Phips's Plate*; the smallest is called *South Reef*. They are said to have been a retreat for privateers and pirates; they must however be well acquainted with these shoals who venture among them. All ships bound to *Hispaniola*, take care not to go near them; and their latitude and situation are sufficiently known, to enable people who are obliged to pass between *Silver Key* and the Island to keep clear of these dangers.

By the repeated observations of several Navigators, the middle of *Silver Key* is in latitude 20 deg. 16 min. and its supposed longitude 69 deg. 17 min. W. from London. The North-West part of the Bank bears from *Old Cape François* N. by E. $\frac{1}{2}$ E. about 16 leagues; and the South-West part N. N. E. 2 deg. E. about 14 leagues.

Four Navigators agree that the South part of *South Reef* is in latitude 20 deg. 9 min. The length and breadth of both Reefs are not known.

The French frigate, the *Emerald*, was sent there in 1743, but did not make such satisfactory observations as could have been expected: she made the reefs on the lee side, that is the west side; but the winds were so much against her that she could not go round them, nor allow her boats to go within the bank: what follows is an extract of the journal of that ship.

"Friday 26th. Jan. 1753, at 6 A. M. having 5 deg. var. easterly
 "saw *Cape Cabron* (which is the North-East part of *Hispaniola*)
 "bearing S. S. E. 5 deg. S. distance 8 or 9 leagues. *Samana* S. S.
 "E. 11 or 12 leagues; all by compass. From 6 to 8 the course
 "was N. E. 5 deg. E. 2 leagues; then brought to, and hoisted out
 "our boats. At 9 steered the same course, and saw several *Birds*,
 "*Sharks*, and *Sea Weeds*. From 9 till noon, the course has been
 "N. E. 4 deg. 2 leagues and $\frac{1}{3}$, lat. obs. 20 deg. 8 min. N.
 "longit. from Paris 71 deg. 46 min. W. Saw *Cape Cabron* bearing
 "by compass S. 2 deg. W. 13 leagues.

"From noon till $\frac{1}{2}$ past 4 almost calm, or very little wind at S.
 "S. E. course N. by E. $\frac{1}{2}$ N. 2 leagues; from that to 6 quite calm
 "var. 5 deg. Easterly, thought we saw *Cape Cabron* S. S. E. about
 "14 leagues. From 6 to 8 light airs of wind; course N. by W.
 "4 deg. N. 1 mile $\frac{1}{2}$, brought to on the starboard tack till 2 in the
 "morning, and then brought to on the larboard tack. At 7 P.
 "M. we were by our reckoning in latitude 20 deg. 14 min. N. and
 "long. 71 deg. 52 min. W.; and at 6 in the morning by our drift, and
 "our course corrected, made us in latitude 20 deg. 17 min. N. and
 "long. 71 deg. 14 min. W.

"Saturday, 27th Jan. When I brought to last night, I let go
 "an anchor on the larboard side of 780 lb. with 20 fathoms of a 6 inch
 "hawser; and on the starboard side I had a lead of 50 lb. with 20
 "fathoms of line, that we might know when we got soundings. I had
 "also

“ also the boat a mile and a half to leeward of us in the line of our drift, who kept sounding likewise with 20 fathoms of line, and had fwivels and false fires to make signals with.

“ At $\frac{1}{2}$ past 6 in the morning, the boat farther off, and went away to the westward; at $\frac{1}{2}$ past 7 we drove in the same manner as yesterday, with a breeze at East, and smooth water. We saw *Birds*, *Sharks*, *Sea Weeds*, &c. and white water which might be taken for sand banks, with ripplings of tides, produced by the calms and the reflection of the clouds: we founded in passing through some of them, without getting ground. We find a dull swell from the northward.

“ At $\frac{1}{2}$ past 7 in the morning we were in latitude 20 deg. 17 min. N. and long. 71 deg. 44 min. W.; from that to noon our course was W. 5 deg. N. 2 leagues $\frac{1}{2}$ lat. obs. 20 deg. 22 min. N. and supposed longit. 72 deg. 1 min. W.

“ From noon till $\frac{1}{2}$ past 5 steered W. S. W. and sometimes W. then called the boats back. We founded several times, but never got ground with 100 fathoms of line. Course made good from noon was W. 3 deg. N. 2 leag. $\frac{1}{2}$, var. 5 deg. E. at that time saw *Old Cape François* bearing S. 13 leagues. We brought to on the larboard tack, the wind from E. to S. E. till next morning at $\frac{1}{2}$ past 3.

“ *Sunday, 28th Jan.* This morning at $\frac{1}{2}$ past 3 o'clock, the boat which was to leeward of us, made the signal for having soundings; four minutes after, the people forward called out that our anchor had caught ground; immediately founded, and had 15 fathoms water, sandy ground; the boat, who founded at 2 or 3 cables lengths from us, had the same soundings, but we had no ground from E. S. E. to N. E. and N. being certain of the nature of the bottom, found only 10 fathoms more of the hawser; and I hung the anchor of 15 hundred weight, a cock bill, which I armed with a chain, as I did also the bower anchors.

“ From $\frac{1}{2}$ past 5 in the evening to my anchoring, we drove S. W. by S. 2 deg. S. 2 leagues $\frac{1}{2}$; the latitude by account was therefore at 3 o'clock in the morning 20 deg. 15 min. N. and the long, 72 deg. 12 min. W. We furled all our sails with rope yarns; Var. 5 deg. E. We caught all sorts of fish, and saw a *Turtle*. At sun rise, we saw the land bearing S. W. by S. about 14 leagues. A breeze sprung up at East; gentle gale and smooth water. At 8, sent one boat to sound to the northward, and another to the southward; the latter came back at 3 P. M. her true course was S. S. W. though she had stood S. S. E. having had a current to the westward. In going from the frigate 2 leagues, the boat found 15, 16, 17, 18, 19, 20 fathoms, sand and gravel; and having made a sweep of $\frac{1}{2}$ a league to westward, she came back N. E. by N. and found the same soundings, I changed the boats crew and immediately sent her to sound to the westward, and in going from

“ the ship one league, she had 15, 16, 17, 18 fathoms, fine sand: having
 “ taken a round of $\frac{1}{2}$ a league to the Northward, she came back E.S.E.,
 “ and had much the same soundings, which appear in streaks of black
 “ and white, running Eastward and Westward, in consequence of the
 “ currents which we tried before, or rather tides, for they ran West-
 “ ward only 5 or 6 hours. We only saw the ground when we looked
 “ vertically on it, so it does not shew itself in 14 or 15 fathoms; but
 “ it is not so when there is only $2\frac{1}{2}$ or 3 fathoms, for then it has the
 “ appearance of being quite shoal.

“ The great boat returned at 5 P. M. having got soundings for
 “ $2\frac{1}{2}$ leagues to the Northward, in 14 and 15 fathoms. She placed
 “ one of her buoys with a white flag upon it in 14 fathoms. Having
 “ steered from it N. N. E. but having a Western current, her true
 “ course W. N. she found still 14 fathoms, corally bottom: when she
 “ had ran this way $\frac{1}{2}$ a league, she saw a *sandy white Key*, which
 “ having passed at the distance of 2 or 3 cables lengths, she descried a-
 “ nother to the N. W. about the same height, and being between
 “ these, distant from each other about $\frac{1}{3}$ of a league, she saw another
 “ N. N. E. from her about the same distance.

“ These three Banks or Keys make a triangle, and between each of
 “ them there is 14 fathoms. The great boat placed her second buoy
 “ on the last of them, when she had by a good observation 20 deg.
 “ 31 min. lat. which agrees with that on board the frigate, which
 “ was 20 deg. 21 min. The boat then returned to the first buoy,
 “ which she took up, looking upon it as useless, and having gone a $\frac{1}{4}$
 “ of a league East, she lost the soundings, and did not get them
 “ again, upon a S. S. W. course, till within half a cable's length of
 “ the frigate.

“ It appears to me certain that we anchored on the Western part of
 “ the *Little Key* or (*South Reef*), and 3 leagues South of the shoal of
 “ the *Great Key* or (*North Reef*), and that our soundings to the West-
 “ ward, which is the best ground for anchoring, are between the two
 “ Keys; yet I did not dare at that time to venture any further in up-
 “ on the soundings; but my intention was to go upon the Southern
 “ edge of the *South Reef*, when I should have had the South open, to
 “ clear every thing in a North wind, and from thence I should have
 “ sent the boats to sound round the flag I left upon one of the Keys
 “ to direct our operations.”

It appears from the *Emerald's* courses and observations that she
 anchored N. by E. 4 deg. E. 13 or 14 leagues from *Old Cape François*,
 and the Keys where the flag was left about 16 leagues.

Several Navigators make mention of a shoal, 5 or 6 leagues to the
 Eastward of *Phip's Plate*, which is called *East Reef*; and there is a-
 nother about 15 leagues to the N. E. where the *Superb* and *Severn* men
 of war have anchored in 6 and 8 fathoms, sandy ground.

Directions for the Navigation along the Coast of Hispaniola, or St. Domingo, coming from the Westward.

SECT. I. *Directions for Sailing along the Coast, to Cape François, by Captain Hester.*

“ IN coming from the Westward to *Cape François*, give the N. E. part of the Island *Tortugas* * a good birth; and after you get to windward of the East End of the Island, you may see *Cape François*. The land to the West of *Port Paix* shuts to the Northward a low Point, and rises gradually towards the South, to a high mountain, with a sugar loaf at the top; and then it falls lower on the same side to a large valley, where it rises quick to another prodigious high mountain, which is smooth at the top; it is the highest land on this part of *Hispaniola*; it bears S. E. by S. from the East End of *Tortugas*, 6 or 7 leagues. The high land after this to Southward, is a large sugar loaf, with a little one to the South of it, which are both 10 or 12 miles in the Country. The next high land or Point which is seen by the water side, is *Cape François*; it makes at first like a saddle, till you come nigher, and there appears a low Point which shuts, from the Eastward, to the East part of the saddle land: this low land is the *Cape*†.

“ If you come from the Northward, run so far to the Eastward, as to bring the Pitch of the *Cape*, or the Castle on the *Cape* (which you may see 4 leagues off) to bear S. W. by S. and then follow the preceding directions. Sometimes there is a small red flag on a buoy on the West shoal, and a white flag on the shoal on the South Side; and sometimes a branch of a tree on each the shoals, and no flag.

* See the description of this Island and *Port Paix*, in the *General Directions for going through the Passage, &c.*

† “ On the outside of the *Cape Land*”, says Mr. Bishop, “ there is a little Harbour called *Little Cape François*; and to the Westward of the same *Cape Land* there is a sandy Bay, fit only for boats. Five miles to the Westward of which is a good place to anchor in, and likewise for watering; which we availed ourselves of during the war with Spain, and named it *Cumberland Bay*. You may anchor in 7 fathoms water, bringing the Point N. N. E. and the river where we filled our casks E. S. E. distance three quarters of a mile. A little to the Westward of this is a most pleasant Island, where the Gentry of *Cape François* often regale themselves”.

" The leading mark is to keep the East End of the Island *Tortudas* open with the Point of the Cape land.

" The course from the East $\frac{1}{2}$ End of *Tortudas* to the Cape, is S. E. by E. $\frac{1}{4}$ S. 11 or 12 leagues."

SECT. II. *Directions for going into the Harbour of Cape François, or the Cape; translated from the French; with the Remarks made by Captain Hester.*

CAPE FRANÇOIS is only a Bay, opened to the North and East winds, before which is a considerable extent of sand banks, reefs, and rocks, by which it is sheltered from the sea. What is called the *Port*, is in the bottom of the Bay, about $\frac{3}{4}$ of a mile from the town: the West Point going in, which is high and steep, is called *Point Picolet* (*Cape Land*); off this Point there is a rock called *Rock Picolet*, and these are the chief marks for going in.

You must stand for these marks till you have brought the *Bishop's Cap* (which is an high mountain with 3 points, about 2 leagues inland) on with a hillock near the water side in the bottom of the Bay; you are then to steer for the *Gros Mouton Bank* till you have opened *Rock Picolet*, clear of the Point of the same name: then haul away S. E. by E. to go between the *Gros Mouton Bank*, and the *Keys*. Those who keep the farthest off haul for the *Petit Mouton Bank*, which breaks with the least swell; of which they go within pistol shot, then bear away for the hillock near the water side, in the bottom of the Bay, keeping South to avoid the *Trompeuse Bank*, on which is a beacon, which you leave on the larboard side, going in, though there is water on either side, it being bold all round.

All these *Keys* break if there is any swell without; and you may see the Passage, for they have not more than 2 or 3 feet water on them, as well as the *Petit Mouton*; but there is 4 or 5 feet on the *Gros Mouton*, and 7 or 8 upon the tail of it which stretches towards the Passage: this part and the *Trompeuse*, which has 5 or 6 feet water, never shew themselves, therefore you must stand quite up to the middle of the *Petit Mouton*, within pistol shot, to avoid the tail of the other.

When you have brought the *Trompeuse* to bear N. E. at three or four cables lengths distance, you may anchor any where in the town, in 6 or 7 fathoms water, muddy ground.

There is a Passage to the Westward of the *Gros Mouton*, within 2 or 3 cables lengths of the land; but it is difficult for those who are not used

[†] By the *East End* must be understood here the *Dog's Head*, a steep Point, which is $\frac{1}{2}$ leagues North-westward of the Easternmost Point.

to it, as you must go within 2 cables lengths of the *Gros Mouton*, to avoid a Bank, before you come to the road, which runs at least 500 fathoms from the land, and has about 5 feet water on it.

The winds must be at N. E. to enter the Harbour, because you are obliged to steer S. E. by S. and even S. S. E. the breezes are very regular; they come from the land in the evening, and very often during night; but about 10 or 11 in the morning, after an interval of calm, they chop about E. N. E. or N. E.—Observe, that the strong Norths throw a great swell into this Port.

The Town is situated on the West side, about 2 miles from *Point Picolet*, close to the water, and near the mountains. Its latitude is 19 deg. 45 min. 45 sec. N.; and its longitude by the most exact astronomical observations, 74 deg. 38 min. 25 sec. from Paris, or 72 deg. 13 min. 10 sec. from London.

Though the French account of *Cape François* is very particular, the remarks made on that Harbour by *Captain Hester*, will be still very instructive to Navigators, and we beg leave to transcribe them from his Journal.

“*Lowestoff*, from the 6th to the 23d of August, 1770. To sail into *Cape François* from the sea, there is a remarkable saddle hill on the back land; and a very remarkable hammock or clump hill by the water side; these in one will lead you in to the outer edge of the outer reef: when in one they bear S. $\frac{1}{2}$ W. the *Cape* is S. by W. steer in from the sea, till you see the outer Point of the reef, which you are almost sure of seeing: then haul up S. E. and S. E. by S. to avoid the inner reef; when you bring the Church, which is a large building, with a square steeple, on with the middle of the town, where is the Grand Battery, you bear up, and come to an anchor.

“When at anchor, the *Cape* N. by W. $1\frac{1}{2}$ mile. Body of the Town W. by S. $\frac{1}{2}$ S. Remarkable Saddle Hill S. $\frac{3}{4}$ W. Clump ditto S. Flag on the S. E. Point of the inner reef N. N. E. $\frac{1}{2}$ E. one mile. The Easternmost land E. by S. $\frac{1}{2}$ S. *Monte Christo* E. by N. $\frac{1}{2}$ N. Lat. 19 deg. 50 min. Tides, none. Variation 6 deg. 40 min. E. Wood, to be purchased. Water is very good; you fill at the Town your casks in your boat, from a pipe and a hose, which is supplied from a fountain. In August and September it is sometimes dry; then you are obliged to go 3 or 4 miles up the River. Fresh and salt Provisions are to be purchased, at most times; Vegetables of all kinds; Fish in abundance; likewise Fruit in the season; but there is a scarcity of *Turtle*.”

SECT. III. Directions for Sailing to Port Dauphin, formerly Bayaha.

FROM the entrance of *Cape François* to *Bayaha* the coast lies Easterly about 6 leagues; there is a reef along it, which runs off near a mile,

a mile, with only 4 or 5 feet water upon it. About equal distance from each other is a little Bay called *Caracol*, which is only fit for small vessels, being barred by the Reef.

Bayaba, or *Port Dauphin* is one of the finest Ports in the Island of *Hispaniola*; it would contain a great number of ships, as much shut up as in a basin.

To go into this place you must make *Monte Christo*, running to the Westward of it about 4 leagues; then steer S. by W. till you see three little Islands, which are 3 leagues West of *Monte Christo*; you must leave them five or six miles on the larboard side, for it is shoal off those Islands; and when you have brought the Southernmost of the three to bear E. by N. you must then steer S. W. or S. W. by S. till you see the entrance of *Port Dauphin*.

The Channel runs N. by E. and S. by W. about 3 miles to *Lezard Island*. There are three principal Points on each side, which form Bays; the first, on the larboard side, has a little reef 25 fathoms from it, which generally breaks, and has 18 or 20 fathoms water close to it. From the second Points on each side, rocky banks run off near 30 fathoms, but you will have 4 or 5 fathoms water on them. Having passed these two Points, you will find it clear, and bold to on each side, from 15 to 25 fathoms water, and a muddy bottom.

Port Dauphin is one of the finest Harbours which can be seen, being only $\frac{1}{2}$ of a league broad; but about one league up, it divides into two branches, one to the S. E. the other the S. W. in both which are several little Islands so steep to, that you may careen the largest ships along side of them. You may anchor near the land, and carry an hawser on shore: the ground is good every where; the only inconvenience here is that the river in the bottom is very deep, and you must go a great way up before you find the water fresh.

SECT. IV. Instructions for Manchaneel Bay.

Manchaneel Bay is 5 or 6 miles to the Northward of *Port Dauphin*; it is quite clear, and you may come within $\frac{1}{2}$ of a mile of the land in every part of it. If you come from the Eastward you must look out for the *Seven Brothers*, which in fine weather may be seen near two leagues off; you must not come nearer than a mile to them; between them there is no Passage. You are to come round the Westernmost at the distance of about a mile, and steer S. E. by E. for *Point Ycaco*, which you approach within pistol shot. It is but low, but covered with trees, and makes this Bay, into which the further you run up, the better you will be sheltered.

If you come in from the Sea, or from the Westward, you need not come nearer than two leagues to the *Seven Brothers*, running in for the

25

the land, at above a league's distance, till you see the Bay, in which you will have 10 fathoms water, about $\frac{3}{4}$ of a mile from the bottom.

The River *Massacre*, which divides the Spanish and French territories falls into the Bay. It would be very difficult, if not impossible, to water there, as you must go up the River near 2 leagues to get any: there is a Guard and a *Hatto** on each side, one belonging to the Spaniards, the other to the French. The *Emerald* frigate, which we have more than once mentioned, anchored in 1753, within 3 miles of the Spanish Guard, and one mile $\frac{1}{2}$ from the land.

But to anchor properly, and to be in the best shelter, you should run along the inside of *Point Ycaco*, and anchor in 6 fathoms, muddy bottom. All the anchoring places are within the Spanish territory, where the land is low, marshy, and covered with Mangroves. It would scarce be possible to fortify and defend this Bay, as it is as easy to go in as to get out, having regular land and sea breezes, and quite secured from any swell. A ship which had lost her anchors might run in upon the muddy shore; the landing is very easy; here is Game and Fish, and you may buy *Bullocks*, *Cows*, and *Hogs* from the Spaniards.

SECT. V. (1st Part) *Instructions for Monte Christo*
(Monta Christa, or Monte Christi, of the Sailors),
and the Seven Brothers; translated from the French.

Monte Christo is more open than *Manchancel Bay*, though in it there is good anchorage, and well sheltered from the N. E., East, and S. E. which are the strong breezes; and in the Norths you might anchor in 5 or 4 fathoms under the Island of *Monte Christo*. The Spaniards have made a Settlement, and built a Town there which they are fortifying; and in so doing they committed two faults; first, by placing it under a hill, by which it is commanded; and secondly, by not having their guns to command the anchorage, formed by the Island of *Monte Christo*, on which they will be obliged to raise a battery. You will find there the same resources as at *Manchancel Bay*, the Spaniards of the *Hatto*, being $\frac{1}{2}$ a league nearer, that is to say within about a league.

The anchorage is known by an high steep Point, with some hillocks, one of which, separated from the others looks like a barn, from whence it is called, *The Grange*: to the westward of this Point is a little Island, about half a mile long, under which you anchor at 2 cables lengths from it, or not so far, in 5 or 6 fathoms. You must

* A Savanna where they feed Cattle.

not go much farther from it, because about a mile, or a mile and a half to the S. W. is a bank of rocks on which the sea breaks.

The coast here makes a Bay which is near a league deep; it is but shoal, having from $2\frac{1}{2}$ fathoms to 6 feet water.

"The anchorage at the *Grange*, says an able Navigator, is less spacious than that under *Point Isabela*, but it is more sheltered from the Norths by the island of *Monte Christo*. Ten ships of war might easily be anchored from 5 to 7 fathoms, within pistol shot of the island; which make $\frac{1}{2}$ a league's distance from the island to the reef, which is as far from the shore. We had four strong breezes which might be called gales of wind, yet we rid with only half a cable, and had not occasion to freshen hawser.

"The island is nearly an half circle of 200 fathoms diameter, and has a hillock about the height and length of 30 feet, with a cut in the middle of near 10 fathoms; and this is what breaks off the sea and the winds. The French had made there a very good salt-work, which the Spaniards have let go to ruin. It differs from those at *Turks Islands*, produces better salt, and is more convenient, as you may introduce the salt water, as you want it in the several pans.

"The landing is easy every where. Very good hay is made on the Island, it is a kind of *Dog's grass*, which they pull up by the roots; that which grows by the river's side is coarser. The river is one league from the Island, to the west of the town, and marked by a tuft of trees. The water is very good, and easily got; the boat may go in at high water, and about $\frac{1}{2}$ a cable's length within, you will find it fresh, the current being so strong that the salt water cannot get in, you have commonly a quarter wind to fetch it in and bring it back. Here is very good fishing, and you may haul the seine; as well as near the shore on the larboard side of the town, about a league from the shore, it is good shooting; you will find plenty of *Wood Pigeons*, and *India Fowls*."

The *Seven Brothers* lie about 2 leagues and $\frac{1}{2}$ S. W. from the *Grange*, they are seven small islands or rocks, mostly barren, with reefs about them, and therefore are generally avoided by keeping without them: however, a ship of 24 guns may anchor among them. They have some small woods; and there is plenty of fish round them.

SECT. V. (2d Part). Additional Remarks on Monte Christo, by Mr. Bishop and Captain Hester.

"FROM the East * End of the island *Tortudas* to *Monte Christo*, or *Monte Christi*, or the *Grange*, the course is E. by S. distance 21 leagues.

* The *Dog's Head* is meant here, as in page 63. See the note at the bottom of that page.

" To

" To the westward of this *Mount*, there is a large flat, with several Keys and shoals upon it. When the northernmost Key or shoal is in one with the *Mount*, they bear E. and when we had 19 fathoms water, and were about a mile distant from the shoal, *Cape François* bore S. W. $\frac{1}{2}$ W. and the Dry Key in one with the high land within the *Mount*. To the southward of the dry shoals is a long flat of 10 or 11 fathoms water, which reaches as far as *Port Dauphin*; and so all along the outside of the reef, which forms the harbour of *Cape François*.

" To the westward of *Monte Christo*, there are gradual soundings from 12 to 5 fathoms. In order to anchor, bring the S. E. end of the Little Key to bear N. by E. and between that and a dry shoal lying to the W. S. W. of the forefaid Key; there you have smooth riding and good ground *."

" To the eastward of the *Mount* you may anchor in what depth you please, from 12 to 3 fathoms, within a reef, where you will be sheltered from the N. E. winds. It is, besides, a good place to look out for ships coming from the eastward; for you are so much under the *Mount*, that before they come very near they cannot distinguish you."

The following observations were made in *Monte Christo Bay*, by Mr. *Hester*, in his Majesty's ship the *Lowestoffe* frigate, from August 11th. P. M. to August 12th. A. M. 1770.

" At 4 P. M. anchored with the small bower in 4 fathoms water; veered out to $\frac{1}{2}$ a cable. The town S. E. by S. inner fall of the *Mount* N. E. $\frac{1}{2}$ E. outer fall of ditto N. by E. $\frac{1}{2}$ E. The *Needle Rock* just open with the outer part of the *Mount*. *Englishman's Key* a N. by W. to N. by E. distance off the Key $\frac{1}{2}$ a mile, ditto from the *Mount* one mile. A dry reef S. by W. one mile. A Point which is at the entrance of a river bearing S. A Key S. W. $\frac{1}{2}$ S. The outermost Key W. $\frac{1}{4}$ S. 7 or 8 miles."

SECT. VI. Directions for Sailing from the Grange to Point Ysabelica; translated from the French.

POINT YSABELICA lies E. northerly 12 leagues from the *Grange*; the coast between them is full of rocks, though here you may find anchorage in a case of necessity.

* " When *Monte Christo* bears nearly East, you have pretty good soundings from about ten to six fathoms. To anchor, let the S. E. End of the Little Key bear about N. half E. easterly; between that and a dry shoal, from which the *Little Key* bears about E. N. E. you ride easy, and have good ground
English Pilot, p. 35.

To the eastward of the *Grange* there is a Bay, in which you may anchor very near the land in 6 fathoms, sheltered from the W. the S. the E. and N. E.; but the Norths and North-westers are very dangerous. About two leagues E. N. E. from the *Grange* is another Point covered by reefs, which is called *Mangrove Point*. From that to another called *Little Salina*, farther to the eastward, is almost 2 miles; between them is a deep bight full of reefs and shoals.

From *Little Salina Point* the coast runs E. S. E. 4 leagues to another Point, called *Nazareth Bluff*; it is full of shoals and reefs which run out more than a mile $\frac{1}{2}$, and must be carefully avoided. From this to *Point Rocca* is 2 leagues $\frac{1}{2}$ E. N. E. the coast between forming a Bay, which is full 3 miles deep; although it is full of reefs and rocks, yet you may anchor in it in 6 fathoms; about a mile and a half E. N. E. from *Nazareth Bluff*, sheltered by the reefs, and two little islands, which are to the N. E. you may come in either to the eastward or westward of these two little islands. The bottom of this Bay is full of reefs and banks.

From *Point Rocca* to *Point Yfabelica* the distance is above 4 leagues; you may anchor under *Point Yfabelica*, on the west side, in 5 or 6 fathoms, sheltered by the reef from the north; but it is not near so good as the anchorage at the *Grange*.

A TABLE

The Windward Passages, &c.

A T A B L E

Of the Courses, Distances, and Latitudes between the North Coast of Hispaniola, the Caycos, Turks Islands, &c.

Names of Places.	Courses.	Dist.	Latitudes.
From the Dog's Head (<i>East End of Tortugas</i>) -		leag.	deg. min. s.
to Cape François - -	S. E. by E. $\frac{1}{4}$ S.	12	19 45 45
to Monte Christo - -	E. by S.	21	
From Monte Christo -			
to the South Point of the Caycos Bank -	N.	18	21 2
to Sand Key (the Southernmost of Turks Islands)	N.N.E. 3 d.N.	27	21 10 30
to the Cape Land (Cape François) -	W. by S. $\frac{1}{4}$ S.	10	
to Point Yfabelica -	E. Northerly	12	
From Cape François -			South
to the Little Cayco -	N. $\frac{1}{4}$ W.	32	Point 21 35
From Old Cape François -			
to Silver Key - -	N. by E. $\frac{1}{4}$ E.	16	20 16

Directions for Sailing along the East and North Coast of Hispaniola, as far as Point Yfabelica, coming from the Eastward; taken from the Journals of Captain Hester.

WHEN you have fetched the island of *Mona*, if bound to the North side of *Hispaniola*, you may run to leeward of the two little islands, *Mona* and *Monica*, and when you have *Mona* E. S. E. distance 3 or 4 leagues, you will see the East End of *Hispaniola*.

If you had occasion to anchor under the West End of *Mona*, the following remarks made February 26, 1761, will be your directions; "Bring the N. W. End to bear N. by E. distance 2 miles, and the " S. W. End (which is a low sandy Point, with a small reef at the

Directions for Sailing through

the end of it) S. E. by E. distance 1 mile $\frac{1}{2}$. The island of *Monica* N. by W. distance 5 miles; there come to in 9 fathoms water, "white sandy bottom, with black spots of turtle grafs."

All the East End of *Hispaniola* is very low; and a strong current sets through betwixt the island and *Mona* to the northward; from that end you may, in a clear day, descry the West End of *Porto Rico*. *Cape Enganno*, the easternmost land in lat. 18 deg. 25 min. is a low flat Point from which a shoal runs off N. E. 2 miles off; it has very little water on it, and must have a good birth; when you are off the *Cape* you lose sight of *Mona* and *Monica*, and will see a low Point (*Cape Espada*) on the E. S. E. corner of the island, but this is not *Cape Enganno*, which is N. by E. from that Point about 4 or 5 leagues; *Cape Enganno* W. $\frac{1}{2}$ S. distance 6 leagues, makes two heads like a wedge.

From *Cape Enganno* to *Cape Raphael*, the Course is N. W. by N. 15 leagues: about 3 leagues to the South-eastward of the last *Cape*, the land is pretty high, and continues so quite down to the *Cape*.

Cape Raphael is of a moderate height, and appears like an island, so nigh the main land that you can but just see it between. It is bold to, making like a sugar loaf, but something broader at the bottom, with a peak at the top, this is called, *The Round Hill*; its lat. is 19 deg. 5 min. N.

From *Cape * Raphael* to *Cape Samana*, sometimes called by us *Cape Churchill*, the Course is N. W. by N. about 7 leagues. Betwixt these two is *Samana Bay*, above 12 leagues deep, so that you can scarce see the land at the bottom of it, but what appears to your eye is very high double land. The following directions will serve you to sail into this Bay.

When *Cape Samana* bears from you N. W. by W. about a league, it appears like two Points, the westernmost of which, as you come farther in, you bring open to a white spot of sandy ground, which at first you may take for one of the Sand Keys, but it joins to the main shore. That you may better know the true Point, observe, that in coming about the Point you will discover as it were a small rock laying from it, but as you come nearer you will see it join to the land. The soundings are very certain; after you are well shot into the Bay, you will find 10 fathoms, and after, no ground in 20. The *Blue Point* † is on the North side E. about 4 miles from you. The greater Key you leave on your starboard side, going in E. S. E. about 3 miles, and the low Point to the northward W. 5 miles. *Banister Key* W. N. W. about a mile. You may anchor in 3 fathoms, about $\frac{3}{4}$ of a mile from the shore.

* Mr. Hefler, as well as the *English Pilot*, give the name of *Cape Samana* to *Cape Raphael*, and the name of *Cape Cabron* to *Cape Samana*; we have corrected this mistake; and placed *Cape Cabron*, where it ought to be, N. W. by W. about two one half leagues from *Cape Samana*.

† This must be *Grapling Point*.

Being off *Cape Samana*, and intending for this port, you sail S. S. W. 3 or 4 leagues along the shore (you may go within a mile, for it is bold to) to the Point, which has two or three black rocks lying near it (*Blue Point*). When you are the length of this Point, steer away W. about $\frac{1}{2}$ a mile, and you will leave three Keys, which are high and woody, a mile from you, on your larboard side: when you have the westernmost of the three Keys S. S. W. from you, you may anchor in 15 fathoms $\frac{1}{2}$ a mile from the shore, and have good water, then *Banister Key* will bear W. by N. one mile off.

In this harbour is very good easy ground from 7 to 3 fathoms; you find also good fresh water in many places, and plenty of fish and fowl: here is commonly a fresh breeze from the eastward all day, and open to the North.

Cape Samana is a broken ragged Point of land, which appears at a great distance like a ship with her top-sails down, and seems not to join the land; but coming nearer it alters its shape. The Cape makes two Points, both alike bluff and steep, about the height of *Beachy Head*, but not so white: they are 4 or 5 miles asunder, with a small Bay and harbour between them. About 2 or 3 miles to the westward of the westernmost Point, there is a very high Bluff, which is down at the water side, and twice as high as *Cape Samana* (this is *Cape Cabron*).

From *Cape Samana* to *Old Cape François*, the Course is W. N. W. about 13 or 14 leagues. Here the land is lower all the way down, than to the eastward of *Samana*. There is between a deep bight called *Scots Bay*, 5 leagues to the eastward of *Old Cape François*, which is a good place for small vessels.

Old Cape François is a low Point, which appears at first like a low flat island, but is joined to the main. There is some foul ground laying off the pitch of the Cape about 2 miles, and a harbour a little to the westward, for small vessels. When sailing from *Cape Samana* to *Old Cape François*, which is about 6 or 7 hours sail, you see a Point of land on the East side of the Cape, which oftentimes, at first sight, you suppose to be the Cape, but coming nearer you will see your mistake. And when you are due North off *Old Cape François*, you will perceive to the eastward of the Cape, a very steep Point, which seems to be divided from the Main, and running off the land rises higher and higher; in such a manner that the highest part of it lays open to the sea so high that you cannot see the land within.

To the above description of the eastern coast of *Hispaniola*, we must subjoin the remarks made by *Mr. Bishop*, on board his Majesty's ship, the *Sphinx*, in 1755.

" Being off *Old Cape François*, I found the rocks and shoals bore
 " N. W. from thence, distance 9 leagues; and when the Cape bore
 " E. by S. then the Westernmost land in sight bore W. by N.; so the
 " land stretches; but W. N. W. is the direct course to *Monte Christo*.
 " Latitude off *Old Cape François* 19 deg. 40 min. N. and from *Old Cape*
 " *François*

" *François* to *Cape Cabron* is E. S. E. distance 16 * leagues : *Cape Samana* is on the same land. When *Cape Samana* bore W. $\frac{1}{2}$ S. distance 6 leagues, we saw the high land of *Cape Raphael*; the Southernmost part of the Island bore S. by E.; but as we came nearer to it, we found a low beach land, which stretched, out from the Southernmost high land, S. E. about 5 leagues: the low land is the East End of *Hispaniola*, and is called *Point Espada*: from thence to *Mona* and *Monica* S. E. distance 5 leagues. From *Point Espada* we steered S. by W. and S. S. W. and at noon observed in the lat. 18 deg. 14 min. N. then *Monica* and *Mona* bore E. S. E. distance 4 leagues, when we were distant from the shore 4 leagues, *Point Espada* North 4 leagues".

From *Old Cape François* to *Point Ysabelica*, the course is W. N. W. distance 24 leagues. In going athwart this bight there are several rivers and inlets, the most remarkable of which is *Port Plate*, about 15 leagues Westward of the *Old Cape*. At the entrance of this Harbour lie several small Islands, which, in sailing in, you must leave on your starboard-side; and when got in, you may anchor where you please, being every where good ground, and good riding. Observe in sailing, to keep close to that Point of land on your larboard side, which you will see to be broken and ragged. When coming about the said Point, luff up round, and run up as far as you can, with your sails almost shivering in the wind; thus you will gain the best place of the road.

When from *Old Cape François* you sail for *Monte Christo*, observe to steer a more Northerly course in hauling off, giving a good distance between you and the shore, because the currents always set upon it; and except you do this, you will run the hazard of being ashore.

Directions for Sailing along the South Coast of Hispaniola to the Westward.

ST. DOMINGO, the chief Town of the Spaniards, in lat. 18 deg. 5 min. lies on the South Coast, about 27 leagues Westward of *Cape Espada*. It has a very commodious Harbour, deep enough for ships to go in and out with their whole lading, having not less than 3 fathoms every where. A ship may lie close to the shore to take in her loading, only laying a plank from the ship's side to the shore.

To sail into the Harbour, run in directly towards the Castle with a flat steeple, within a mile of it; then you will have 15 fathoms water,

* This must be a mistake, see above.

almost open to a great Point on your starboard-side, and a little within, a small Fort on your larboard-side; run in directly, you cannot do amiss: towards the sea is no manner of danger.

Between *St. Domingo* and *Cape Beata* are several Bays; the largest and deepest of which is called *Neyva Bay* (or *Bay Honda*, and sometimes *Juliana Bay*) from a large river of that name, which empties itself into it: the Ports of *Azua* and *Ocoa*, are in the bottom of this Bay, which is very dangerous.

CAPE BEATA, the Southernmost of *Hispaniola* (formerly *Toll's Cape*) lies about 6 leagues S. by W. from *Neyva Bay*, in lat. 17 deg. 40 min.; about 4 miles S. from the Cape is the *Island Beata*, and $7\frac{1}{2}$ miles from the S. W. of this Island is *Altavella Rock*.

This Rock, the most Southerly of *Hispaniola*, in lat. 17 deg. 20 min. is the land you steer for in going down from the *Leeward Islands* to *Jamaica*; for by keeping in its latitude you avoid falling into the dangerous Bay of *Neyva*.

Altavella is high and peaked, having at most bearings the resemblance of a bell. You may run between it and *Beata Island*, without any danger; but on the N. W. side of *Altavella* is a small high rock, about half a mile off; and a mile and a half further runs out a shallow, where you have 16 fathoms water, sandy ground.

About 8 miles N. N. W. from *Altavella* are the *Frayles*, a clump of bold and steep rocks, two of which are larger than all the rest, round which you may sail in safety, within $\frac{1}{2}$ of a mile.

Island Beata is low, and covered with bushes and trees; on the South side is a well with fresh water in it at certain times of the year. This Island is a very good place for cruising ships to anchor, when they want to heel, or boot-top, or to refit any of their rigging. When you are abreast of the West Point of *Cape Beata*, between that Point and the Island is the best of the Channel; you have but 15 feet: further to the Eastward is 11 and 12 feet, all sandy ground and even, with some spots of Turk grass, but no rocks or stones. When the *False Cape* is W. N. W. two leagues, then you have $5\frac{1}{2}$ fathoms, sandy ground; the true Cape then bears E. by S. $\frac{1}{2}$ S. about $3\frac{1}{2}$ leagues; *Altavella* S. $\frac{1}{2}$ E. about 4 leagues; and *Beata* about 4 or 5 miles. East of the *Island Beata* you have deep water, and the nearer the Island the deeper, until you have no ground with 50 fathoms of line; but on the South side you have good soundings going over the spit of land, about a mile $\frac{1}{2}$ from the shore, so that you may borrow as near as you please to the Island. At the West end of *Beata*, bringing the S. W. Point S. or S. by W. distance 2 or 3 miles, there is anchorage in 10 or 12 fathoms water, the N. W. Point bearing about N. N. E. Opposite the anchorages is the Well,

Remarks

Remarks, to Anchor under the North-West of Beata, made by an experienced Navigator, January the 25th, 1761.

“ The best place is to bring the N. W. end to bear E. by N. or
 “ E. N. E. distance one mile; and the S. W. end S. by W. distance
 “ 2 leagues; *Altavella* S. S. W. $\frac{1}{2}$ W. distance 4 leagues; the *Frayles*
 “ W. 4 leagues; and *Cape Lopez* N. W. by W. distance 5 leagues:
 “ you come to in 7 or 8 fathoms water, sandy bottom. When you
 “ are coming round the S. W. Point, give it a small birth, for there
 “ is no more than 4 fathoms water, West, 3 cables length from the
 “ Point; but when the Point bears E. S. E. you may haul up for the
 “ N. W. end. When at anchor, there is very good fishing, but seldom
 “ any fresh water.”

From *Cape Lopez* (called also the Western *False Cape*) to the S. W. Point of *Beata*, the distance is 16 miles S. E. by S.; to *Altavella*, distance 19 miles S. by E. $\frac{1}{2}$ E.; to the *Frayles* 11 miles S. $\frac{1}{2}$ E.; to *Sambay River* 19 miles N. N. W. Northerly; the two *False Capes* bear from each other E. S. E. and W. S. W. Between the two is the Bay called the *Blue Hole*, where there is good fishing, and on shore *Wild Bullocks* and *Hogs*. You may anchor within *Cape Lopez*; but you must come within a mile of the shore before you can have soundings: The wind is for the most part off shore.

SAMBAY, or *SAMBA RIVER*, which is called by the French *River Guillaumon*, lies 19 or 20 miles N. N. W. from *Cape Lopez*; it is very convenient for cruising ships to wood and water in, as there is for the most part but little wind, and that off shore; the sea winds not coming in above 2 or 3 hours in the day. The Bay affords plenty of *Turtle*, and *Fish* for the net and hook; and at certain times you may meet with Spanish or French hunters, who have their huts for curing and jerking *Wild Bullocks* and *Hogs*.

If you would go into *Sambay*, you may keep *Altavella* just open with *Cape Lopez*, and run in till you bring that *Cape* to bear S. by E. and ride any where, within a mile of the shore, in good ground, the depth from 18 to 20 fathoms to the stiff clay. *Cape Lopez*, when you are to the Northward, appears exactly like the *North Foreland* in *England*. It is when you are at anchor at the mouth of the river, that this *Cape* will

will bear S. S. E. Southerly from you 19 or 20 miles. At one-third of the way between *Cape Lopez* and *Marigot Point*, on the West side, the water is very deep, and you will have no ground at 50 fathoms; but about mid-way between *Cape Lopez* and the River, you come upon soundings from 32 to 16, and so gradually down to 6 or 7 fathoms; a mile from the River, all good ground. Being about the middle of the Bay, you will see a table land, bearing S. by E. from you, and then the Westernmost land in sight will bear W. $\frac{1}{2}$ N. about 12 leagues off.

When coming from the Southward, and *Cape Lopez* bears E. S. E. from you, 4 or 5 leagues, you will see to the Westward white chalky cliffs; and about 5 miles to the Eastward of these cliffs a fine Savanna, making two remarkable square brown places; a little to the Southward of this is the River's mouth; it is best known by a small hillock of rushes, close to the sea side, through which the River runs. The most convenient place to anchor, for watering quick, is to bring the River's mouth to bear N. N. E. distance one mile; *Cape Lopez* S. by E. distance 6 leagues; and the Easternmost part of the *White Cliff* N. W. distance 5 miles; there coming to in $7\frac{1}{2}$ fathoms water, good clear ground: but as the Bay is large, open, and clear, you may anchor in what part you please. There are two small Harbours in it, frequented by the barks, wherein the hunters carry their meat to market.

JACQUEMEL, 11 or 12 leagues to the Westward of *Sambay*, is a fine Harbour, with fortifications at the entrance; it is known at sea by the sudden cut off or drop of a hill, seen over another long hill at the upper part of the Harbour; by running in for this drop, you will be led directly into the Harbour's mouth.

From *Cape Jacquemel*, 2 leagues W. S. W. from the Harbour, to *Cape Bennet*, remarkable by its white cliffs, the course is W. Southerly about 5 leagues.

From *Cape Bennet* to the East End of *Isle à Vache*, or *Corv Island* (*Isle of Ash* of the Sailors), the course is W. S. W. 11 or 12 leagues. When you are off at sea, and abreast of the *Isle à Vache*, the middle of the *Saddle Mountains* over *St. Louis (Port Louis)*, bears N. by E. easterly; and then the East End of the *Isle à Vache* is between you and it.

This Island is low, and lies so under the other land of the main, that you must be near before you will be able to distinguish it from the main; it is about 9 or 10 miles long, stretching near East and West: the West End is high, but the East End is low land, all over wooded; and you must not come nearer the Point than 3 or 4 miles, for it is shoal, and from it runs off a reef of rocks to the N.—N. N. W.—and W. for 5 or 6 miles. At the North part of this reef are two Keys, with good anchoring between them in 4 fathoms. and to the Southward of

L

these,

these, about a league on the North side, begins a range of Keys and rocks, which extends almost as far as the West Point.

THE *Saddle Mountains* over *St. Louis* are the second high land from the West End of *Hispaniola*, which are the *Grande Ance Mountains*; the Westernmost and highest may be seen 30 or 40 leagues at sea, on both sides the Island, as it has already been said.

There is a Rock, called the *Diamond*, bearing E. Northerly, from the entrance of *St. Louis* about 4 leagues, and from the East End of *Ile à Vache* N. E. about 6 leagues. *Aquin* Island lies a little to the Eastward of it, and bear from the East End of the *Ile à Vache*, N. E. Northerly.—The South End of the *Ile à Vache* and *Point Abacou* (*Point Baco* of the Sailors) when in one, bear W. S. W. and E. N. E. about 2 or 3 leagues.—There is a reef off the East End of the *Ile à Vache*, about a mile, which must be avoided when you are going into *St. Louis*.

To anchor at the West End of the *Ile à Vache*; you may sail by the West part of the Island, within a mile or two, so as to bring the West Point to bear S. E. by S. in $4\frac{1}{2}$ fathoms water; then the Easternmost *White Cliff* on the main will bear North-westerly; the entrance of *St. Louis* N. E.; *Point Abacou* S. W. by S.; and the *Cayes* N. W. by W. all hereabouts is good ground.

There is a small Sandy Key, which lies a little off the N. W. Point of the *Ile à Vache*; bring this Key on the Point, and at about a mile distance from you, you will find 5 fathoms, sandy ground, with good anchoring, and soundings a long way to the Southward.

Nota Bene. Several Navigators make mention of a shoal which lies S. from the *Ile à Vache*, stretching E. and W. about 2 or 3 leagues, and upon which, in some places, there is not above 2 or 3 feet water.

All along the East side of *Point Abacou*, there is a reef of rocks, about a mile from the shore, of which you must be careful, when you are coming out from the West End of the *Ile à Vache*.

The course from *Point Abacou* to *Cape Tiburon* is W. by N. $\frac{1}{2}$ N. about 18 leagues. Between them are several Bays and anchoring places, which are too little known to be described.

THE END.

@A 1550 (HESTER, BISHOP; TIDE)

ENCLOSURE
4/20/49

ENCLOSURE
4/20/49